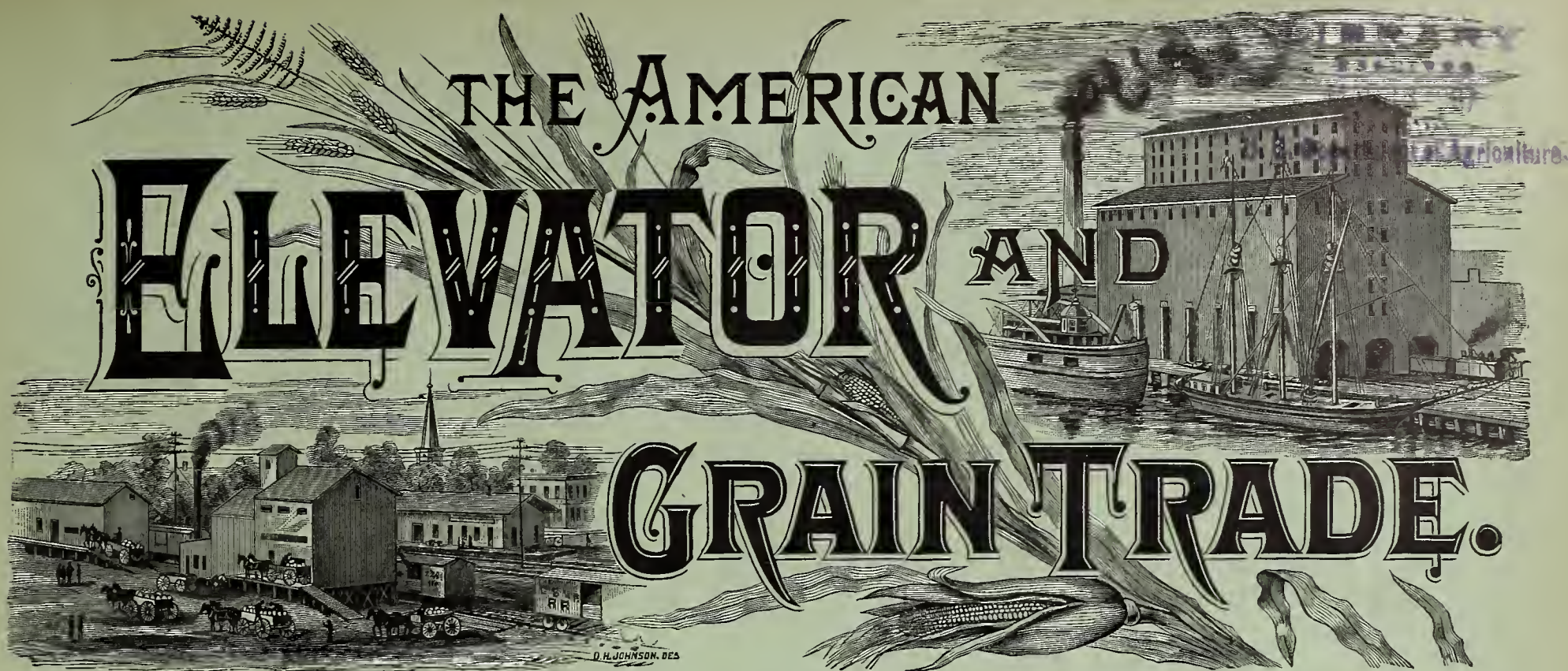


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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXV.

CHICAGO, ILLINOIS, MARCH 15, 1907.

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Spouts, Hoppers, Boots, Steel Elevator Legs,
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Send us your specifications. Our machine shop
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Try us once and learn what perfect work is like. Write for our Catalog and Prices.

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Formerly Strong & Northway Mfg. Co.

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Great power in small space; long life; ease of adjustment. We carry them in stock and guarantee every one. The only friction clutch for clipper and cleaner drives, because they can be adjusted while the shaft is running.

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Cold Rolled Spiral Steel Conveyor

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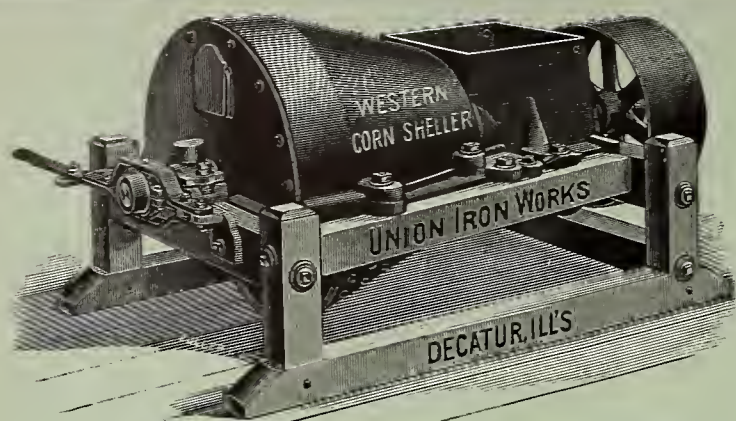
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Save your grain and increase your profit by using
KENNEDY'S PAPER CAR-LINER. Cost \$1.30 per car.

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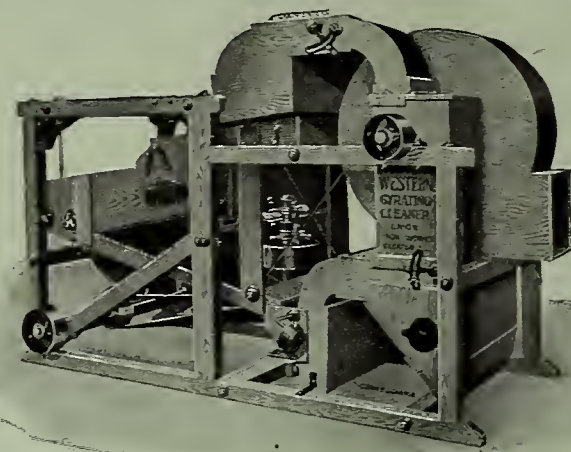
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IF SO, EQUIP IT WITH

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IT IS **MONEY IN YOUR POCKET**

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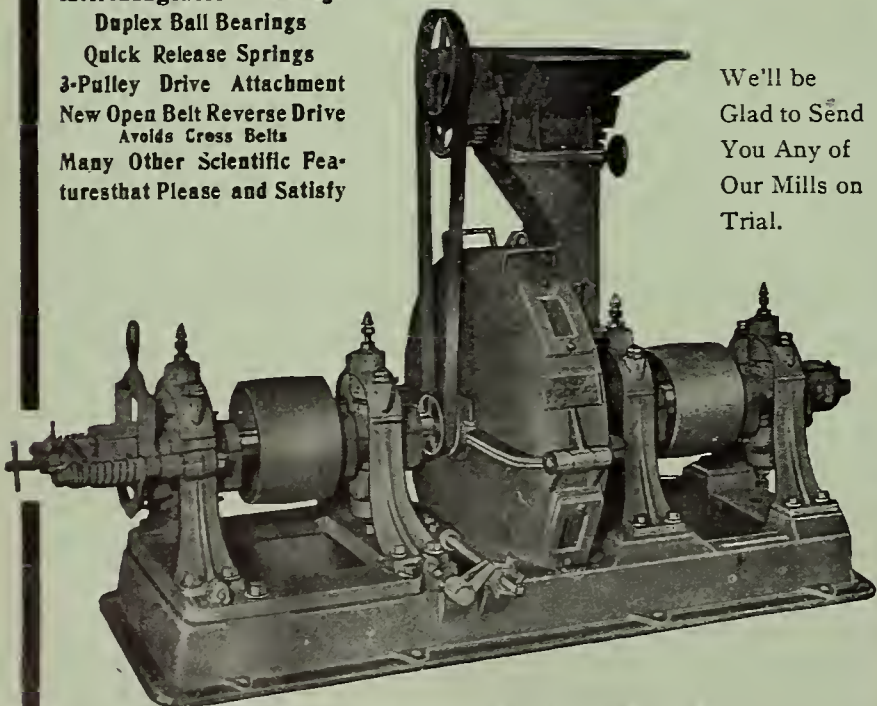
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ATTRITION MILLS

GRIND FOR
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Our Mills on
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A Live Member of That Vigorous "Best on Earth" Family

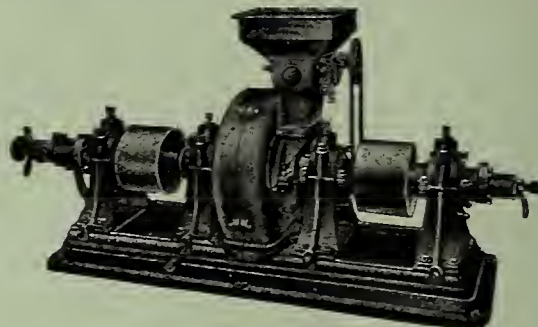
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We will send you samples for comparison, if you wish, or will send a mill on trial.

OUR CATALOGUE

will tell you why the Monarch has phosphor-bronze interchangeable bearings;
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THREE SIZES



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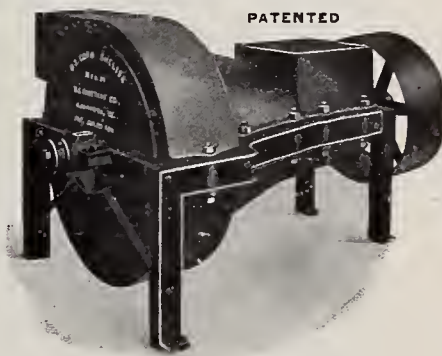


The "1905"

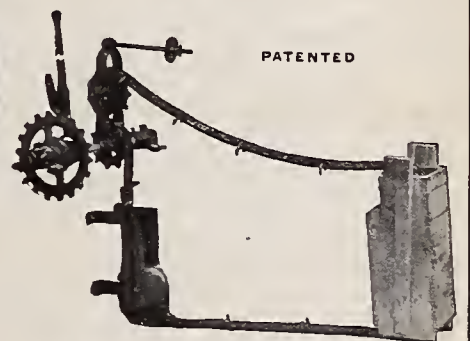
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Gas, Gasoline or Oil Engines are cheaper than Steam,
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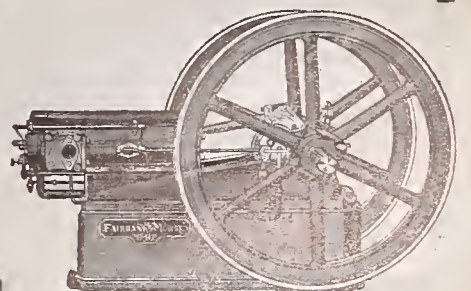
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Let Us Bid on Your Mill and Elevator Equipment.

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That is precisely along the lines on which our machinery is built. Our goods are standard, and we can refer to a large number of satisfied customers. Get your order in early and there will be no delay in shipment.

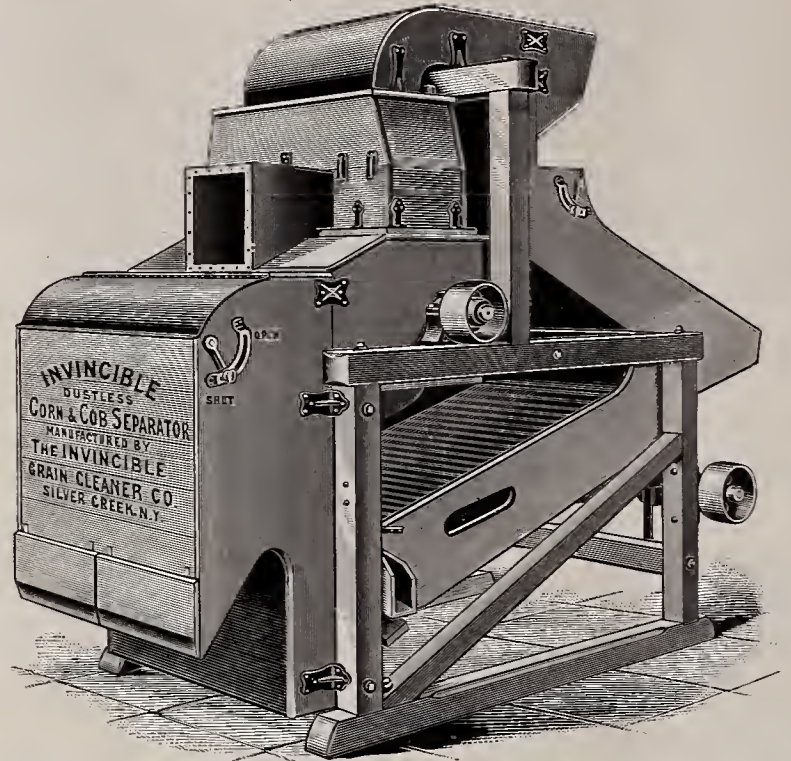
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It is the most popular corn and cob separator on the market, the result of its extremely nice work. Order now.

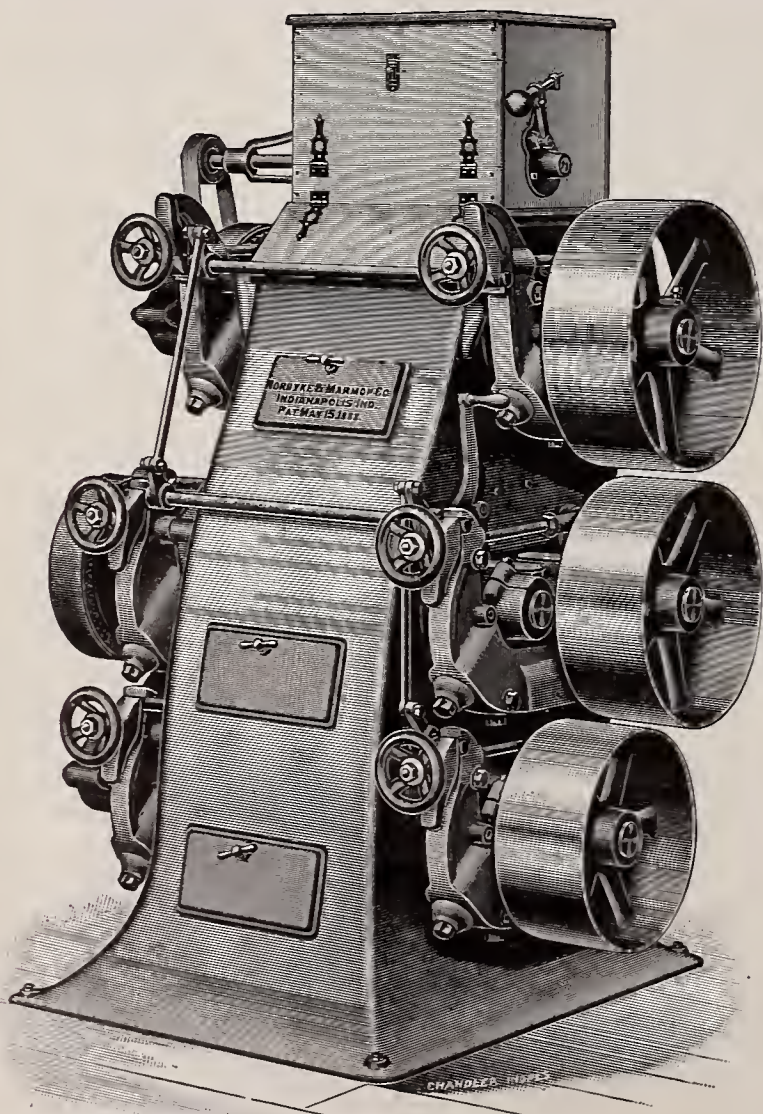


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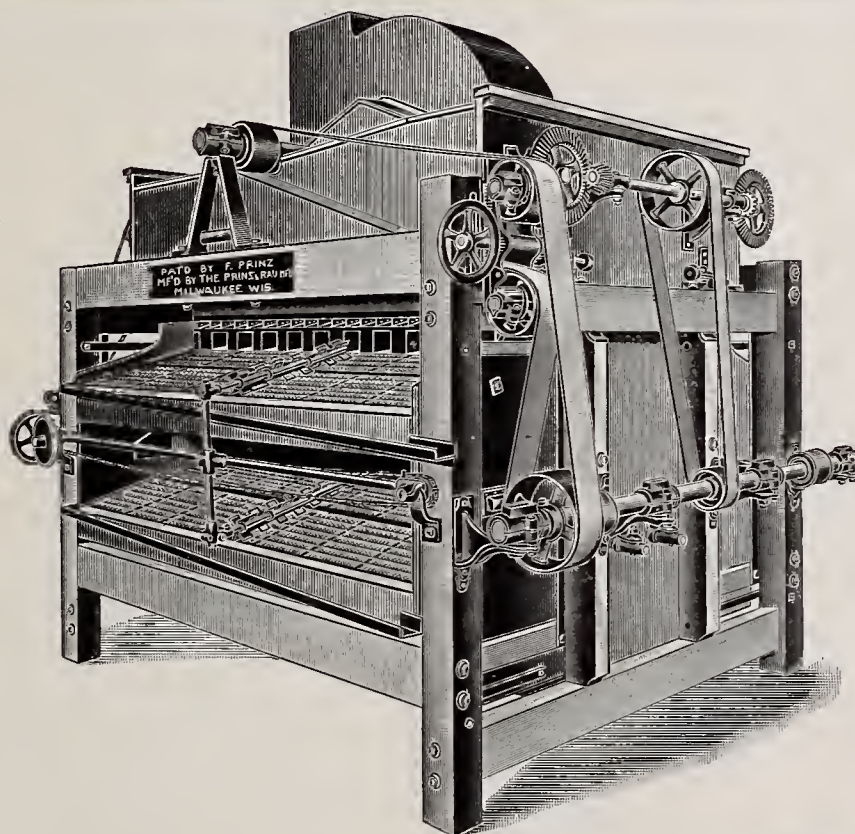
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Established 1851

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Capacities
—○—



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Particulars
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¶ This machine has more special features to recommend it than any other separator on the market. It is the best separator for wheat, oats or barley.

¶ In the first place it is designed along scientific principles and then is constructed from the best of material, by expert mechanics.

¶ The grain is distributed evenly the full width of sieve by a roll feeder controlled by a sensitive feed-gate. The sieves are kept clean by the patented sieve cleaner, which works on top of the sieves. The fine seeds are taken out at the head of each sieve, because of the wide sieve and short travel. The large, slow running fans make perfect air separations. The perforations in the sheet steel sieves do not increase in size by wearing, as they do in zinc-covered sieves.

¶ These, and other features, make it the machine to buy. Let us hear from you.

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We manufacture a very complete line of Gears 1-inch pitch and larger; they are noted for their strength, durability, true rims, accurate pitch and smooth running. Hence they are highly efficient and economical. If you use gears you should have our Catalogue No. 27.

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Freezing point 54° below zero Fahr. Cheaper and better than oil and all other circulating fluids.

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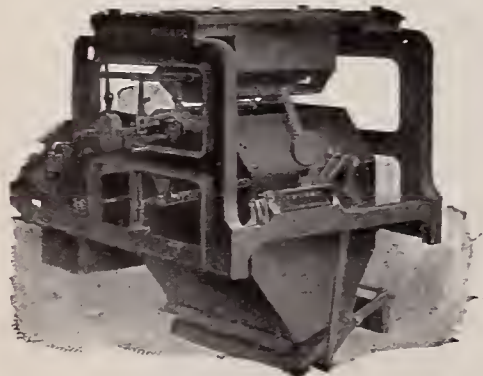
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with notes of their construction, terminal facilities, etc., for use of railroads, commission men, insurance companies and others. Compiled and published by the "American Elevator and Grain Trade." Price 25 cents.

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Has it ever occurred to you that unless you are weighing automatically you are losing money every hour?



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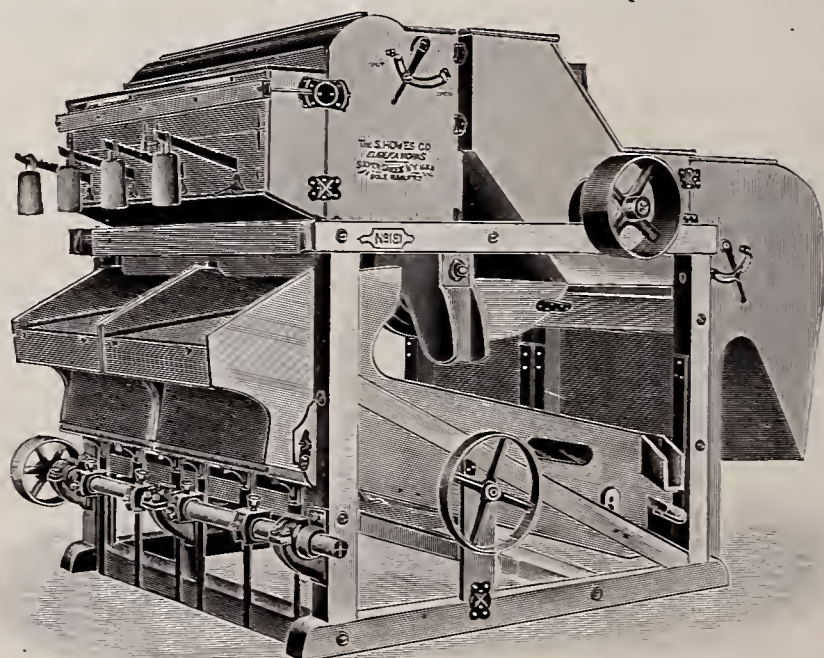
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WITH AUTOMATIC SIEVE CLEANERS.
NO VIBRATION. LARGE CAPACITY. CLOSE SEPARATIONS.
SELF-OILING BEARINGS. NO ATTENTION REQUIRED.



We supply every requirement in the grain cleaner line with the highest grade machines. Correspondence solicited.

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WILLFORD'S THREE-ROLLER FEED MILL

Light running, strong and durable.

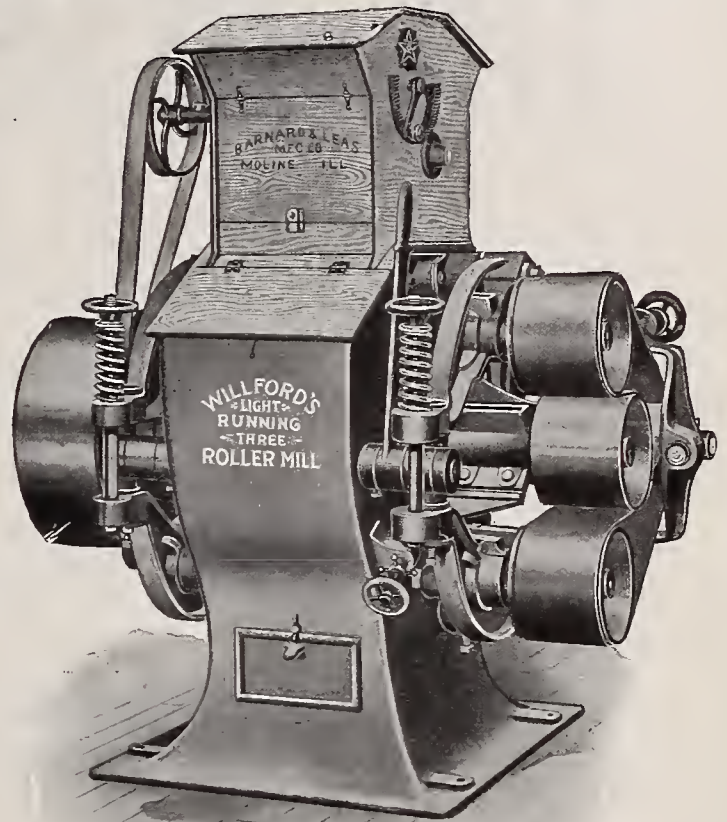
Easy to operate.

Has large capacity and is always reliable.

Where medium fine grinding with large capacity is desired, this machine will meet all requirements.

We also make Barnard's Two and Three Pair High Feed Mills, and furnish everything needed in elevator supplies.

We make Separators for all purposes and a complete line of Corn Shellers and Cleaners.



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The Oneida Mill & Grain Co. Plant ONEIDA, N. Y.

A modern milling plant, brick building remodeled within two years, capacity **300** barrels flour, **100** barrels buckwheat flour, **50** tons corn feed. Water power supplemented by Corliss Engine for use when needed. Splendidly situated and the only mill in or near the city of Oneida, which has a population of 14,000. Reached by **The New York Central & Hudson River** and **New York, Ontario & Western Railways**, which provide **Milling-in-Transit** privilege over entire systems, including all their branches into New York, Philadelphia and the coal region of Pennsylvania.

Mill in active operation daily, retail cash sales mill door about \$150.00. Wheat bought direct from farmers.

Would cost \$75,000.00 to duplicate mill, elevator and warehouses. For sale cheap account death two principal owners, whose estates must be closed. Chance of a lifetime for active man with about \$20,000.00 cash, which will secure control.

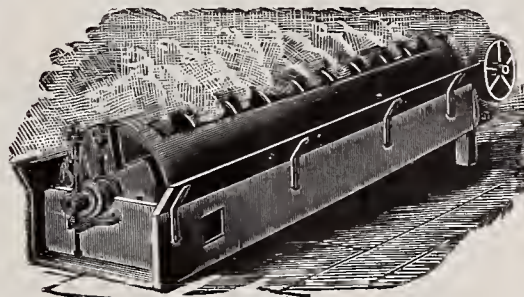
Address communications to

W. H. SMALL, Surviving Partner

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SEE THAT YOUR
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THE
**CUTLER
STEAM
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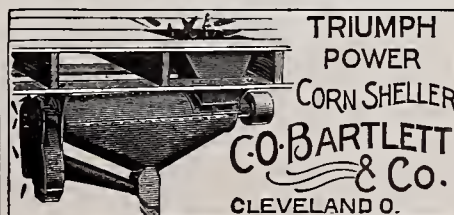
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Not an Experiment. In successful use 25 years drying
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Automatic in operation, requiring no attention. Double
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The HUMPHREY
Employee's Elevator

The Great Western Cereal Co. is using FOUR of these elevators. They write that it is "a time and money saver and will soon pay for itself." Scores of others have written me practically the same thing. I wish you would send for my new circular—it has scores of such letters.

S. K. HUMPHREY
640 Exchange Bldg., BOSTON, MASS.

THE HESS GRAIN DRIER

makes hot corn cold, and saves it; and pays for itself in a short time.

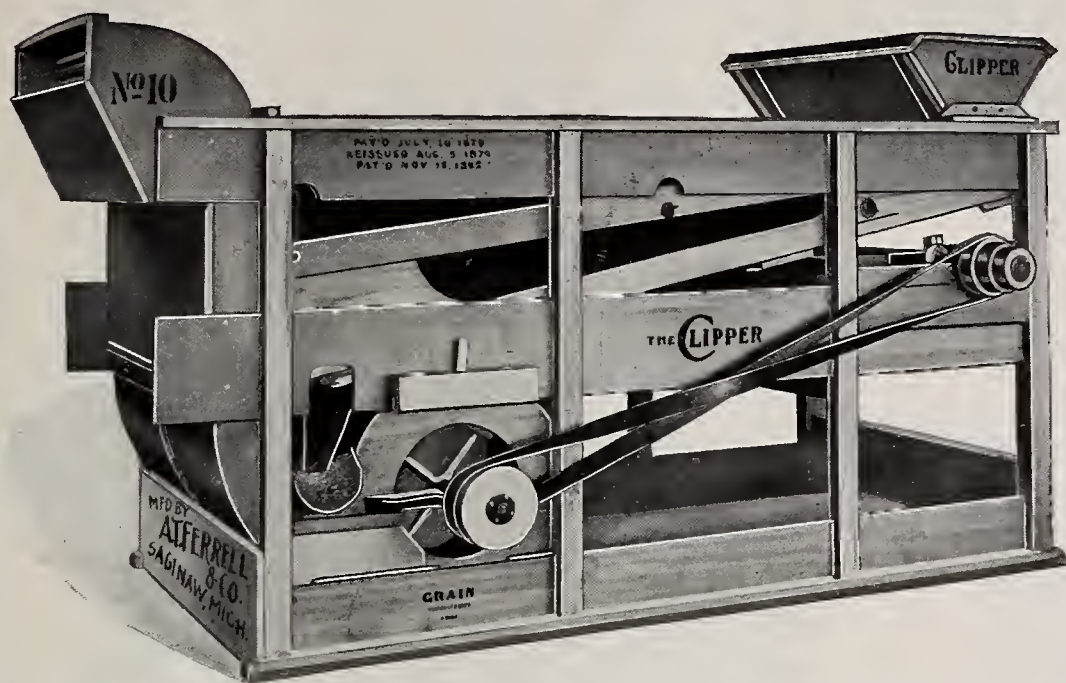
You might as well sleep nights as to lie awake and worry about your stored grain. A **HESS DRIER** at your elevator will bring sound sleep, for it insures you against loss by deterioration.

You can get a **HESS DRIER** quickly, too. We are shipping the "Ideal" **HESS DRIERS** (the carload-a-day machine) **the same day we receive the orders**, and will continue to do so till the orders come too fast. Order now, today, and be ready when the hot time comes. Delays are dangerous.

HESS WARMING & VENTILATING CO.

910 Tacoma Building, Chicago, Ill.

Grain and Flax Cleaners

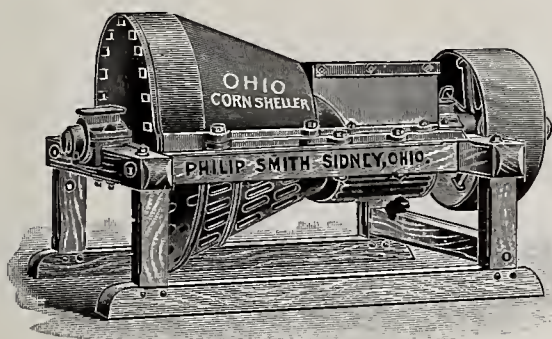


For cleaning Northwestern Grain and Flax, the CLIPPER CLEANERS have no equal. The Nos. 9, 10 and 77 are especially well adapted to this work. They are strongly built, easily installed, simple in operation and very light running. Either of the above machines can be operated with not to exceed 2 to 3 h. p. on grain or flax. A 5 h. p. or 6 h. p. gasoline engine will run one of these cleaners and two small stands of elevator legs. This makes your fuel bill very low and at the same time you secure as good results as would be possible with an outfit costing several times as much money. There are more of our Cleaners used in

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We guarantee our machines to be first class in every respect, to be well made and to give entire satisfaction. They are shipped on 30 days' trial. Catalog and full particulars upon request.

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Corn Shellers

Corn Cleaners

Drags, Dumps, Etc.

When you want any machinery
or supplies for your elevator,
write us for prices :: :: ::

THE PHILIP SMITH CO.
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THE WEST LEADS IN EVERYTHING

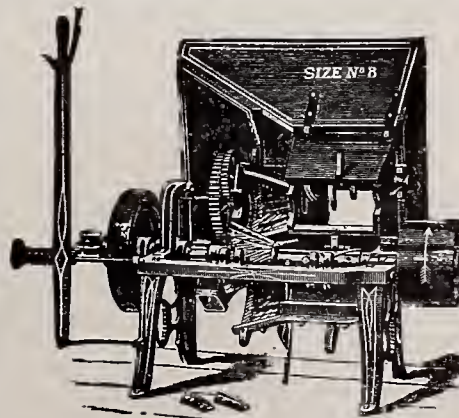
Western people are continually working to make things "just a little bit better." They hustle day in and day out, keeping their business methods strictly up to date. That's why they keep ahead.

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GREAT WESTERN MFG. CO.
LEAVENWORTH, KANSAS

Bowsher's All-Around Feed Mill

(Sold with or without sacking elevator)



It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

YOU NEED a mill now. QUIT THINKING about it. COMMENCE to investigate. Give US a chance and we'll tell you WHY we think ours is the best.

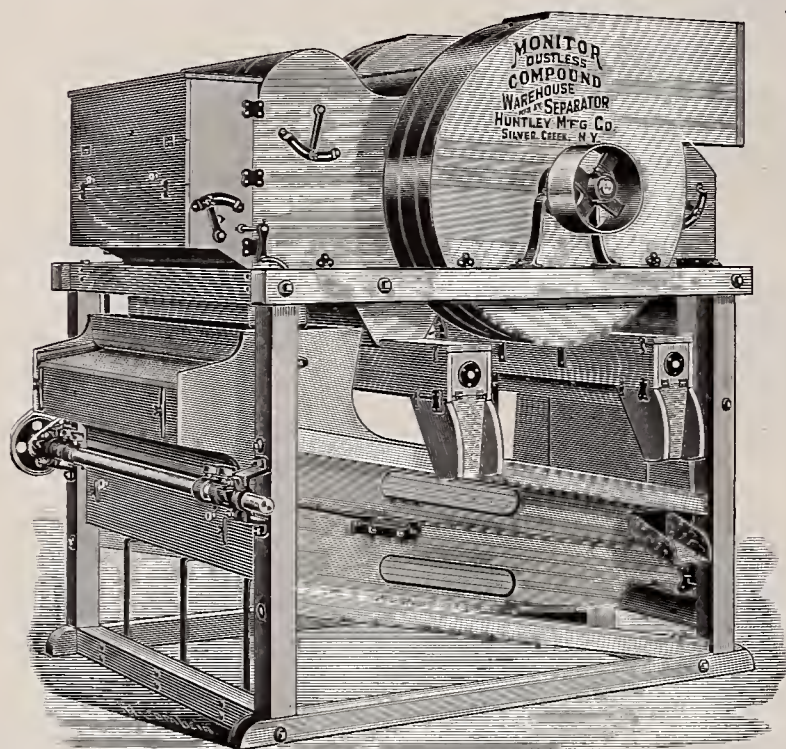
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Circular sent for the asking.

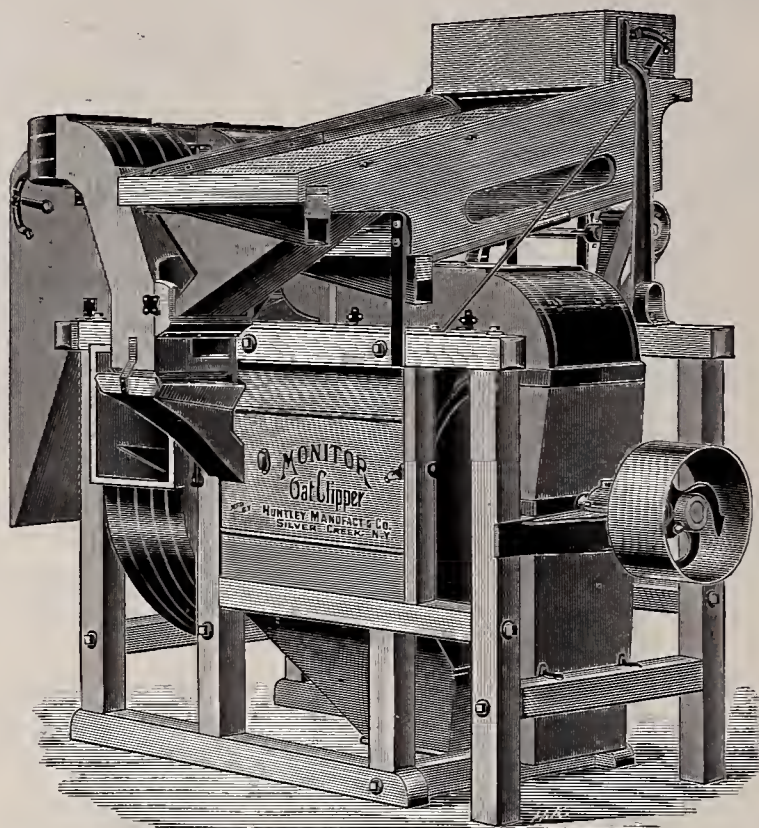
Drive pulley overhung. Belt to it from any direction.
Makes complete independent outfit.

THE N. P. BOWSHER CO., South Bend, Ind.

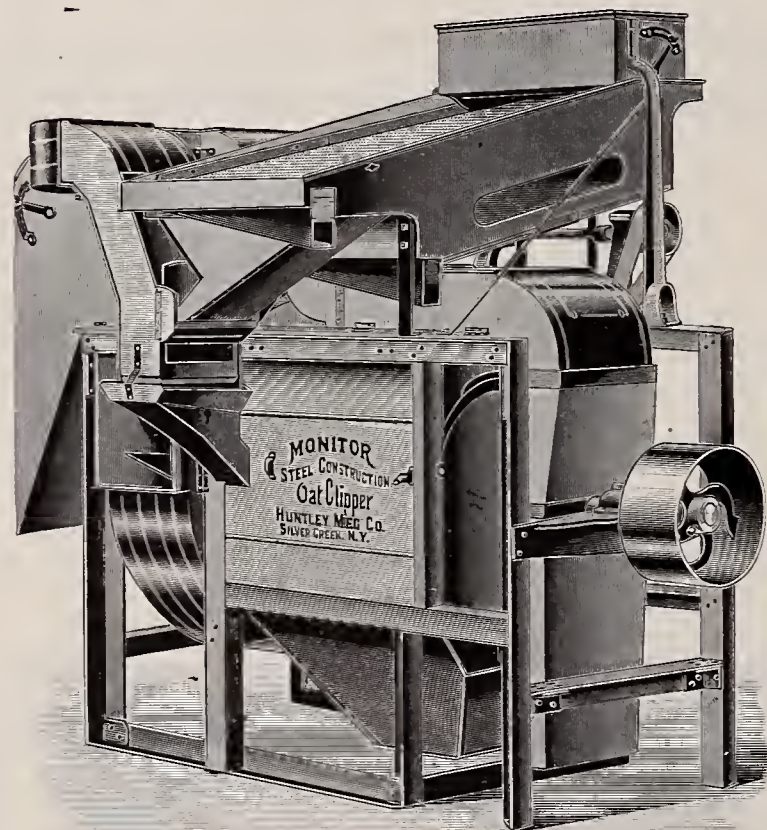
Four Monitors That Have Won Fame For Us And Thousands Of Dollars For Elevator And Warehouse Owners



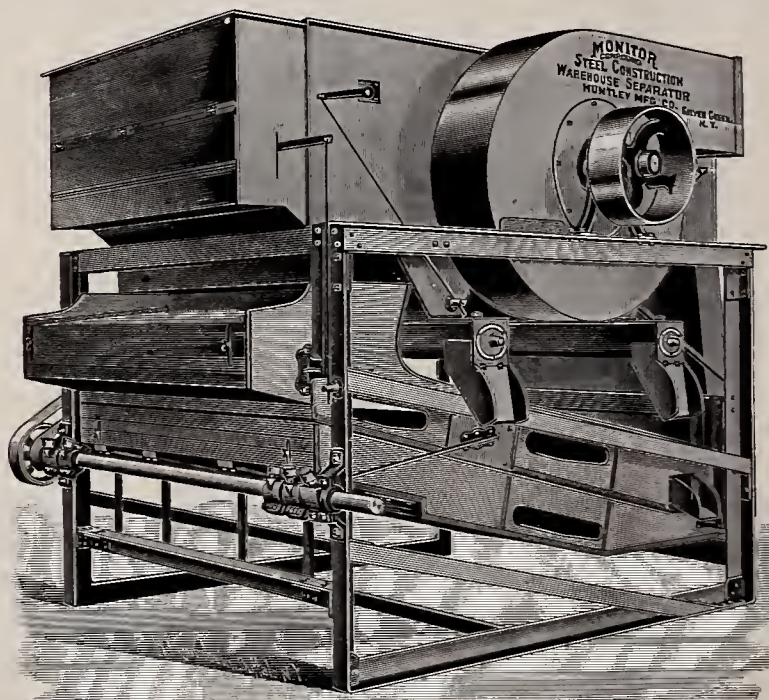
47X K1E ■ Monitor Compound Shake Separator.



Monitor Dustless Oat Clipper.



Monitor All Steel Construction Oat Clipper.



Monitor Double Shoe Steel Construction Warehouse Separator.

Don't hesitate to write for fullest information about these machines, which are installed in the largest and best elevators in the world.

Our complete catalogue is yours if you want it—write NOW.

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

Vol. XXV.

CHICAGO, ILLINOIS, MARCH 15, 1907.

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MORE CAPACITY AT DEPOT HARBOR.

The Depot Harbor Route has become a very popular one for the movement of grain from our own and the Canadian West to Montreal for export. Located in the Parry Sound district, the haul is, roughly speaking, about half water and half rail, a division of hauls that is naturally conducive to speed in case of such necessity.

The main elevator of the Grand Trunk Railway has been in operation there for several years; but proved insufficient in storage capacity, hence the company employed the John S. Metcalf Company of Chicago to enlarge the plant. This storage annex is now completed. The elevator formerly had a storage capacity of 1,000,000 bushels, and space for 500,000 bushels has been added by the new building.

The new structure is for storage purposes only. There is no machinery in it, excepting the conveyors for filling and emptying the bins, and the spouts to and from them. It is 196 feet long by 80 feet wide. The foundations are of reinforced concrete, the principal portion being a concrete slab 15 inches thick, covering the entire surface of the ground beneath the building. The structure is divided into 84 bins, each 65 feet deep. Two 32-inch concentrated belt conveyors are installed for filling the bins, each conveyor being provided with a self-propelling tripper. Two conveyors of the same size are installed in the basement below the bins for emptying same.

As the main elevator was built for receiving

grain from boats, the belts filling the bins in the new house are designed to receive grain elevated by the marine leg and put it into storage. The belts below the bins discharge to shipping elevators in the working house, for loading to cars. The framing of the building is of heavy post and girder work, and the bin walls are of

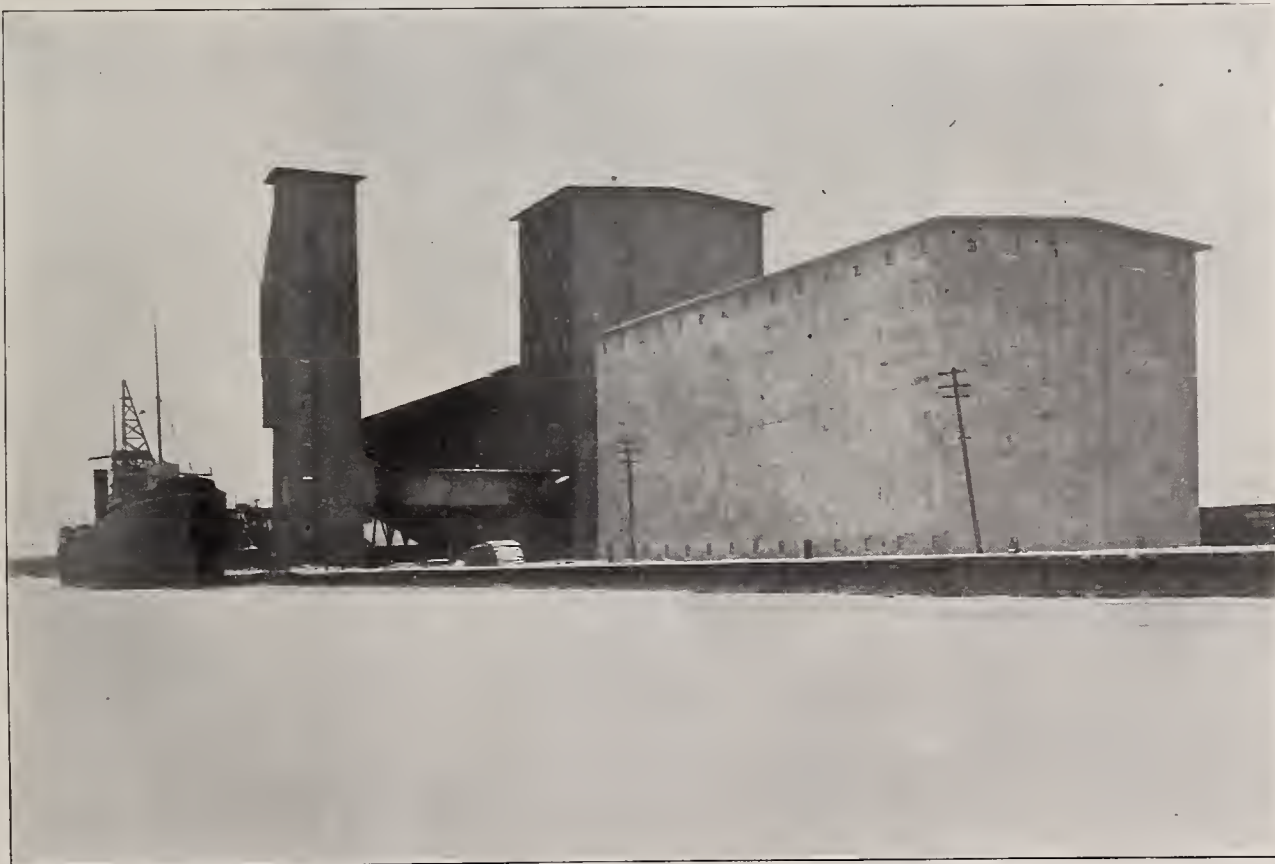
last season's Northwestern wheat crop began to arrive at Depot Harbor in large quantities.

FOR GOVERNMENT ELEVATORS.

The Grain Growers' Association in session at Regina, Sask., on February 21, adopted the following resolution:

Resolved, That in the opinion of this convention of the Grain Growers of Saskatchewan, the problem of marketing the wheat crop of western Canada can best be solved by government control of all terminal elevators, and the establishment of a system of internal elevators, the whole to be operated by a commission appointed by the government, the railway commission and the grain growers of the province, the whole cost to be borne by the grain trade."

The saddling of the cost upon the trade made many hesitate; while another objector urged that the resolution was opposed to the doctrine of reciprocal demurrage. There would be no need of internal terminal elevators if they could force the railways to give them



GRAND TRUNK RAILWAY ELEVATOR, DEPOT HARBOR, ONTARIO.
Constructed by John S. Metcalf Co., Engineers, Chicago.

laminated 3-inch hemlock planking. The building is covered on the outside with galvanized corrugated steel.

The work of construction was done by John S. Metcalf Co., engineers, Chicago, by whom the work was started on June 21, 1906. In four months' time the new annex was being filled with grain, and of the elapsed time more than two weeks were lost on account of the railroad being out of commission through the sinking of a trestle. This is considered an excellent record, under conditions regarding supply of labor and material as they have existed during the last two or three years.

The elevator has been in constant use since

the necessary cars to take their grain to the seaboard. The banks would be the people benefiting from such elevators. The cost of the storage and loss of interest would have to be met and would come out of the pockets of the farmers. They did not want storage so much as to put grain on the market as soon as it was thrashed and get their money.

The question of reciprocal demurrage, which was referred to a special committee, for the purpose of having the resolution remodeled, was also passed upon, the following resolution submitted by a special committee being adopted:

Whereas the railway companies operating in

Saskatchewan have utterly failed to move the produce of the country within a reasonable time, thereby causing incalculable loss to the farmer; be it, therefore

Resolved, That an earnest effort be made to procure legislation from the Dominion Parliament providing for a reasonable system of reciprocal demurrage and that the executive take the necessary steps to have the matter put in proper legislative shape.

RECIPROCAL DEMURRAGE.

J. C. Lawrence, one of the Railroad Commissioners of Washington, in a recent statement on "Reciprocal Demurrage," reviewing the subject from the standpoint of Washington shippers, says:

"With a car shortage of two-thirds of the requirement of shippers in Western Washington, and conditions nearly as bad in Eastern Washington, and these conditions going from bad to worse; with the lumbering interests of the state largely paralyzed and millions of bushels of grain awaiting shipment for months, it is not surprising that the people should turn to the Legislature for relief.

"The argument that car movement is delayed or seriously retarded by the delay of shippers in loading or unloading is not borne out by the facts in this state. In the report of the Pacific Northwest Car Service Association for 1906, it is shown that over 90 per cent of all the cars were released within the free time. In other words, less than 4 per cent are detained by the shipper or consignee beyond the time allowed for loading and unloading. At the same time, it may be said in passing that thousands of cars, loaded and empty, are standing on the company's tracks, where they remain unmoved weeks and months at a time. The term car shortage is really a misnomer under such conditions. It is rather a train shortage and track shortage.

"Reciprocal demurrage is designed to remedy existing conditions. It is likened to a mantle of charity, which will cover a multitude of sins of omission and commission on the part of the railways. Or to a whip, the value of which is recognized by all teamsters. A whip does not feed a team, nor haul a load, but without it the teamster would be seriously handicapped. Demurrage charges have done much to expedite traffic by requiring a prompt handling of cars by shippers and consignees.

"Reciprocal demurrage will not build cars, construct tracks or supply locomotives. But it will give a measure of compensation to the shipper who has no other recourse and will act as a powerful incentive to the railroads, and to those who control the finances, to supply out of the pléthoric purse sufficient funds to construct required tracks, supply sufficient motive power and pay the slightly added cost of additional train crews necessary to meet the existing requirements and to properly anticipate the demands of the future.

"The question of a state law on reciprocal demurrage applying on an interstate shipment has never been passed on directly by the Supreme Court of the United States. However, the dictum in the case of H. & T. C. R. R. Co. vs. Mayes, 201 United States Reports, 321, commonly known as the Texas case, would extend the application of such a law to car supply for an interstate shipment, under suitable restrictions, as long as not conflicting with regulations upon the same subject enacted by Congress, when consistent with the general requirements that interstate commerce shall be free and unobstructed and not amounting to a regulation of such commerce. Reciprocal demurrage is designed to expedite traffic, not retard it, and would be within the line of proper police regulation by the state."

Owing to the rail tie-up of grain at Buffalo two ocean liners chartered to carry out 200,000 bushels from Boston on March 3 were able to load but 100,000.

E. W. BASSETT.

E. W. Bassett, one of the best-known grain dealers of Indianapolis, has had the sensations and the experiences of the farmer's boy who manages to break loose from nothing in the country only to tie up to it—for a time, at least—in the city. These sensations in esse are, perhaps, less enjoyable than their subsequent contemplation as experience may be tintured with satisfaction to a man who has played the game with some degree of success, measured in terms of character as well as of reputation and bankable increment.

Born on June 20, 1864, near Battle Ground, White County, Ind., and left an orphan by the death of his father in 1875, it then became his duty to extract a living and an education from the somewhat discouraging farms of that locality. The outlook was not encouraging, nor was the candle really worth the game in that form; so at fifteen, having obtained a teacher's license, he began hunting a school. This was nearly as hope-



E. W. BASSETT.

less as farming the scant and stingy hills of White County, but at last he "accepted" a situation at \$32 a month. It is not a matter of record that the schoolmaster's pay was better than the corn husker's, but at any rate the job was more to the Bassett mind, and he stuck at it for six years, reaching as the finality in salary the munificent stipend of \$55 monthly; which goes to show that pedagogy in the country, like virtue, its own reward.

After a brief experience at railroading and telegraphy, he cut them off the list of possible careers, in favor of a clerk's job at Stockwell, which he held for six years. At the end of that time he owned an equity in a \$2,500 home in Indianapolis, where he put his family, having come into town expecting to hold down a high stool in a bank. As this did not materialize he was forced into a grain office, where, after about three years, his ambitious suggestion to the boss that a salary of \$18 per would look good led to his again tying up to nothing in the form of a liability for office rent and a \$1,000 loan at a bank.

His subsequent experiences were different, but not uninteresting. "My first plunge in high finance," he says, "was to issue a check for \$1,800 and mail it to Crawfordsville in payment for five cars of corn then on track in Indianapolis. If the Crawfordsville bank had wired the Indianapolis bank to certify that check, I should have quit the business in disgust the next day, and gone back to the

calico counter; but it required two or three days to get that check home, and when it did get there there were funds to meet it from the proceeds of the identical grain and I made \$125 by the transaction. This affair causes me to pause long enough to remark that I have no patience with that class of people which finds fault with bondholders and bankers; for if I had not been permitted to check against an imaginary balance all my life, the game would not have been worth the candle in the grain business; and in heart to heart talks with business men in other lines, I find I am not alone in this belief.

"Well, that was the beginning of my career in the grain business. I had only a limited knowledge of grain, acquired by buying from farmers at country points in connection with the selling of general merchandise. But my business in the last eleven years has 'grown apace,' whatever that is. Of late years I have done nothing more nor less than play the philanthropist; that is to say, I have distributed annually for several years some four million dollars among the country grain shippers of our own and adjoining states, reserving out of this amount barely enough to buy me each year a suit of clothes, and pay my club dues and supply checks. The country grain dealers, in turn, have given this money to farmers, reserving only enough to pay their coal and demurrage bills. The farmers have received all of the money and have used it to buy pianos, buggies and music boxes; and this is the class of people that I am desirous of helping through life. I hope I may live a long while in order that I may continue to be their friend and broker."

Mr. Bassett, as head of the Bassett Grain Company, is likely to keep on in his good work indefinitely. Incidentally Mr. Bassett is one of the big men of Indianapolis and the local authority on all grain matters.

GAS ENGINE QUESTIONS.

Another welcome addition to gas engine literature of the practical sort that concerns the everyday user of this type of power is a little book entitled "Questions and Answers from the Gas Engine." It has been compiled from the "Answers to Inquiries" column in the Gas Engine, and consists of the more interesting and valuable inquiries which have appeared in that journal for the past eight years. The inquiries relate to the design, construction, operation and repair of gas and gasoline engines for stationary, marine and automobile use, and have been asked by some of the brightest and most progressive readers of the country. The answers were made by some of the best recognized authorities on the various subjects in America and Europe. These can hardly fail to have a permanent interest and value to users of gas motors. The book is bound in green cloth and has 274 pages, 5x7 inches in size. The retail price is \$1.50 and may be obtained through this office or directly of the publishers, the Gas Engine Publishing Company, Cincinnati, Ohio.

ACTIVITY AT NORFOLK.

While the elevator capacity of Norfolk, Va., on the Norfolk & Western R. R., is of limited capacity and unequal to the offerings of grain for export through that port, there seems no immediate prospect of enlarging the capacity, the plans of the Southern for building an elevator having fallen through. There are, however, rumors that a new line of transatlantic steamers will be started from Norfolk, and that the Tidewater R. R. is to be extended from Deepwater to Norfolk and will go after grain hauls from the West. The double track of the N. & W. now reaches Cincinnati and Columbus, well into the grain country.

The Grain Dealers' Mutual Fire Insurance Co. of New England has been formally organized, the date of the charter being February 27, 1907.

[For the "American Elevator and Grain Trade."]
**CONFLICTING INTERESTS AS A
 PHASE OF INSPECTION.**

BY L. C. BREED.

There is nothing connected with the grain business which creates so much friction and contention as the matter of the grading. In considering this subject, the writer will not introduce into it the question of honesty, but merely take up the bias which self-interest brings to bear on it, as a business proposition.

In every large Western market there are five different classes, and in this segregation of the parties interested it is necessary to add two others by including the outside grain dealer who buys grain, and also the country shipper of grain.

The local parties may be described by the use of the following terms: Receivers, shippers, elevator proprietors, speculators and millers.

The receivers claim that if the inspection is strict it drives away business through country shippers seeking other markets where the grading is more "liberal."

The local shippers require the grading to be strict—that is to say, they want the certificate of inspection to certify to as high grading as can be given.

The speculator requires that the grain delivered him on contract shall be strictly up to the letter and spirit of the phraseology of the rule defining the grade of contract grain and answering to the standard of quality which the type adopted by the inspection department calls for.

The elevator proprietor complains that he is compelled to accept grain received from other centers within his state on the grade fixed by inspectors at the point of origin, but when he proceeds to deliver the grain later on, it sometimes happens that the local inspectors refuse to grade it equally as high, notwithstanding no deterioration or mixing has, in the meantime, taken place.

One miller will refuse the grain tendered him by an elevator proprietor, claiming it is not up to grade, and another miller—equally competent to judge of quality and equally particular, so far as the parties appealed to can determine, none of whom are biased, being merely the exchange referees—accepts the same grain on the same contract terms; that is, both lots having been purchased in the grain pits for future delivery and the delivery maturing at the same time.

The banks and other financial institutions are also interested in the integrity of inspection, in that they loan money on warehouse certificates declaring the grade fixed by the authorized inspectors.

So far as contract grain is concerned, there ought not to be any question of quality; or, in other words, a serious doubt concerning the grain's being entitled so to grade should warrant a refusal to accept it. Laxity on this grade means the ruin of a market, and it is only a question of time when this fate will overtake it.

The conclusion which obviously presents itself is the necessity for upholding the honor of an exchange, and, in the long run, individual concessions in a loyal spirit (meaning the removal of pressure on inspectors to secure either liberal or strict grading) to maintain it, will go far toward removing the friction referred to.

FARMER PAYS THE FREIGHT.

While it is the country grain dealer or the city commission man who does the real work of getting freight rates on grain reduced or kept within reasonable limits, he is never the man who receives other than an indirect benefit, the saving in all cases going to the farmer. This fact was authoritatively stated by President Stickney of the C. G. W. Ry. to the committee of the Minnesota House at St. Paul the other day. "The rate on grain from Minneapolis to Chicago does not

make any difference to the Minneapolis man," said Mr. Stickney. "He is only a merchant; he does not raise the grain, and the rate makes no difference to him. If it was higher he would simply pay less to the farmer who raises the grain in the western part of the state. The 10-cent rate from Minneapolis to Chicago is a part of a through rate from the grain fields and is material only to the farmer."

W. W. CUMMINGS.

The portrait accompanying this sketch is that of a grain receiver with whom very many dealers of the central and central western states are familiar. He hails from Toledo; and, if a formal introduction were necessary, answers to the name of W. W. Cummings. It may be added, too, that he is one of the men who contribute to the success and to the high character of that market.

Mr. Cummings was born April 20, 1873, at St. Louis, Mo., and spent his early years in that city. He embarked in the grain business twelve years



W. W. CUMMINGS.

ago with the East Side Elevator Co. at Toledo, and remained with them until 1898, when larger opportunity sought him in the office of J. J. Coon. After only four years, Mr. Cummings was made manager of the firm, which position he held to the time of Mr. Coon's death, about a year ago. A stock company known as the J. J. Coon Grain Co. was then formed to succeed the old firm, and Mr. Cummings was elected its president.

In January of this year Mr. Cummings was elected treasurer of the Toledo Produce Exchange.

He is an energetic business man and essentially fitted both by temperament and experience to fill the place which he holds in the grain affairs of the Toledo market. The firm enjoys the confidence of a large line of patrons in the territory contributory to Toledo, and keeps wide awake in protecting and promoting their interests.

In balancing his books recently, R. A. Gram at Bowbells, N. D., discovered that two forged grain checks, amounting to \$450, had been paid, purporting to have been issued at Flaxton. The forger was subsequently arrested, and made good the amount stolen. While helping at the Flaxton office, he had stolen the blank checks.

Canada is building a number of new vessels of the latest type for the hauling of grain from the head of the Great Lakes to Montreal, as it is estimated that the quantity of Manitoba wheat to be shipped out during the coming season of navigation will keep the Canadian fleet of inland vessels busy nearly up to the time of moving the new crop.

WILL DEMAND SERVICE.

At a meeting of grain dealers of eastern-central Illinois, patrons of the I. C. R. R., held at Gilman, the following resolutions were adopted:

Whereas, We, the owners and operators of the grain elevators located on the line of the Illinois Central Railroad from Kankakee south, including the Springfield Division, have not been supplied with sufficient cars by the said Railroad Company to move the grain in our elevators; and,

Whereas, Our elevators are filled to the roof with corn and oats ready for delivery, and in many cases the said grain is sold at a good profit, which sales will be cancelled, to our detriment and loss, unless delivery is made at once; and,

Whereas, With the coming of damp, warm weather the said grain, especially corn, will become heated and damaged, and is rapidly approaching the heating stage, thereby entailing heavy losses to us; and,

Whereas, We have made repeated demands and have used every legitimate effort within our control to urge the said Illinois Central Railroad officials to furnish cars for delivery of the said grain in our elevators; therefore, be it

Resolved, That we, as owners and operators of grain elevators along the lines of the Illinois Central Railroad, hereunto subscribed, urgently ask that the officials of said Railroad furnish cars at once for the delivery of grain in our elevators sufficient to haul the amount of bushels set opposite our respective names, which amounts are now on hand; and we hereby notify the said Railroad Company, as common carriers, that the grain is held in our elevators from this time on at their peril, and any loss sustained by us, by the heating of said grain or depreciation in price of grade, as a result of the said Railroad Company's failure to furnish cars for the delivery of said grain, will be charged to the said Railroad Company; be it further

Resolved, That we, the owners and operators of grain elevators along the Illinois Central Railroad in meeting assembled at Gilman, Ill., February 18, 1907, hereunto subscribed, agree, in case of loss sustained by any one or all of us by failure of said Railroad Company to furnish cars forthwith, to employ legal talent to prosecute our claims for loss resultant therefrom, and we further agree to pay our proportion of the cost of said prosecution.

The subscribers to the above resolution were as follows: R. F. Cummings Grain Co., Clifton; C. H. Rumley Grain Co., Danforth; West Bros. Grain Co., Loda and Thawville; J. H. Mosher, Roberts; G. W. Madden, Thawville; Madden Bros., Del Rey and Ridgeville; E. W. Wheeler & Co., Onarga; G. E. Morgan, Buckley; L. W. Singleton & Co., Melvin; Burk, Holtz & Co., Melvin; C. H. Comstock, Ashkum; M. R. Meents & Sons, Ashkum and Clifton.

MOBILE AFTER EXPORT GRAIN.

The Mobile & Ohio R. R. has obtained control of an elevator at East St. Louis and will make a strike for the haul of export grain. The grain trade of Mobile has been limited for the past few years, but the Mobile & Ohio will operate the house just obtained in conjunction with the elevator of the company in Mobile, service of both being resumed within the very near future, arrangements to that end having been perfected, with indications for a large volume of grain for export through Mobile. In connection with these plans of the M. & O. R. R. Co., it was said that the office of general superintendent of elevators of the Mobile & Ohio Railroad Company had been created, and that John Hall of St. Louis had been appointed to the position. Mr. Hall is an experienced elevator man, and expressed himself as satisfied with conditions in Mobile.

J. S. Lawrence says that his farm at Peace River Crossing, 1,500 miles north of the international boundary, is the most northerly in the world; and he exhibits with considerable pride a sample of No. 1 Northern wheat grown there, which grain dealers say for quality is not surpassed. In coming south to Vermilion, Sask., Mr. Lawrence traveled some 300 miles by dog sled to get a year's supplies. For the greater part of the way he came down the Peace River, very rough traveling on account of the heavy snowfall.

[For the "American Elevator and Grain Trade."]
**HISTORY OF AMERICAN GRAIN
 AND FLOUR EXCHANGES—
 MERCHANTS' EXCHANGE,
 OF ST. LOUIS.**

BY L. C. BREED.

In 1835 a number of wholesale and retail merchants of the city of St. Louis formed an organization for social rather than business purposes, with meetings once a month, held at night in a room on the west side of Main Street, between Pine and Olive. The quarters proved inadequate for the uses of the club; so, after a few meetings,

membership grew larger. Somebody suggested that newspapers ought to be furnished; somebody else had an idea that they ought to set up a board somewhere in the room and stick a piece of paper on it bearing the names of all the steamboats that arrived and whence they came and another sheet giving the name of all the steamboats that were about to leave and where they were going, so that people could find out what was doing on the levee without running up and down and asking the clerk of every steamboat when it came in and when it was going out.

Everybody had heard about the electric telegraph, although the first wire from the East to

ters; and thus the merchants' room became a busy place. From the first they had dubbed their club the "St. Louis Chamber of Commerce," and received a charter from the state legislature in 1837, but it did not become such, in fact, until the daily meetings began at Main and Olive.

One day late in the autumn of 1848, three millers stood on the St. Louis levee beside a huge pile of sacked wheat just landed from a large steamer. The pile grew rapidly in height through the energetic labors of a long file of colored roustabouts who brought the bags ashore, encouraged by the loud-voiced, blasphemous exhortations of a stalwart mate; but, high as it was, it afforded



VIEW OF THE TRADING FLOOR OF THE ST. LOUIS MERCHANTS' EXCHANGE.

This is one of the largest and finest trading floors in America. The blackboard is believed to be the largest in the world and cost no less than \$800. The picture is reproduced here by the courtesy of the "Modern Miller" of St. Louis.

more commodious rooms were secured on the east side of Main Street, nearly opposite the former club room. The organization proved a success; more members were added and another move was made, this time to the basement of the Unitarian Church, on the corner of Fourth and Pine. The meetings then became more frequent; the social feature dropped into the background; the merchants began to discuss business matters instead of social topics, and the happy suggestion was made that if the meetings were held in the daytime it might be possible to transact business; that is, to buy and sell.

Before this could be done, however, another meeting place was necessary. The Unitarian Church was too far away from the business district, so the club took up its bed and walked downtown again, renting rooms at Main and Olive—northeast corner. Here the ideas of the

St. Louis was not strung until 1847; but, several years before, the suggestion was made that when the wires did come St. Louis ought to get market reports from the Eastern cities; and it was proposed that these should be posted in the merchants' room for the information of all the members and that a membership fee ought to be large enough to cover these expenses.

"But who is to attend to all these things?" was the very natural question. "We must engage somebody," was the answer. So a secretary, Edward Barry, was appointed, and he hired a man to run up and down the levee and get the steamboat news and items concerning cargoes and arrivals of merchants from up and down the river and what they had for sale. The steamer clerks and country merchants quickly caught the idea, and to expedite matters themselves sent news, and when the merchants arrived they hurried to headquar-

ters. Little protection from a north wind that was driving before it flecks of mist that every moment threatened to become snow. From an overcoat pocket of each man hung the top and strings of a canvas "shot bag," while each held in his gloved hand the brass funnel-shaped tube which was used to thrust into the bags and draw out a small quantity of wheat in order to sample the lot. They had already drawn their samples, but were waiting for the owner of the wheat to appear to negotiate a sale. Ten, eleven, twelve, struck the clock, but no wheat owner. They knew his name and the city whence he came, but inquiry on the boat and along the levee failed to develop his presence. "He stepped ashore for a little run uptown," said the clerk; "he said he would be back in a few minutes." At 1 o'clock the trio themselves went uptown and, to their intense disgust, found in the barroom of the old

"Planters" the wheat owner in a state of joyful hilarity. He had not had time to sell his wheat and get drunk, too; so he got drunk and let the wheat take care of itself.

The next day one of the millers was laid up at home with a cold, which developed into pneumonia and almost cost him his life. Upon his recovery and return to his office, his two friends who called in to congratulate him inquired the cause of his illness. "Oh, it was that day's exposure on the levee while we were waiting for that drunkard to come and sell his wheat." The other two agreed that such an experience was enough to kill anybody; and the suggestion was then made that the millers ought to get together and rent a room somewhere convenient to the levee, and ask the captains and clerks of steamboats to invite wheat owners to sample the grain themselves and bring it to the room where the millers could inspect the samples and negotiate purchases.

The idea was hailed as a bright inspiration; and, when discussed with other millers, it was greeted with enthusiasm, for every miller in town could recount experiences similar to that of the trio. So, in February, 1849, a meeting was held in the office of C. L. Tucker to discuss the project. Mr. Tucker, T. A. Buckland and James Vaughn, the three levee sufferers, told the story of their long wait while the wheat owner was getting comfortably full in a barroom, and after sympathy had been duly expressed, the millers organized themselves into an association with the three mentioned, and also Joseph Powell, John Walsh, Dennis Marks and G. S. Chouteau, with one or two others as directors, and thus the first St. Louis exchange for business came into being, and was, in fact, the first grain exchange in the country, and so was the pioneer corn exchange of the United States.

Then the millers were invited to join the original club, and, in September, 1849, they did so. The reenforced body fixed its hours for business from eleven to twelve every day, save Sundays and holidays, and began to talk about its own building, to be devoted to its own uses. Not, however, until 1855 was a definite proposition to this end brought up, when Henry T. Blow, James E. Yeatman, R. J. Lackland, C. P. Chouteau, A. F. Shapleigh and Thomas E. Tutt, acting as a committee, received a proposition from property owners to erect a building on the east side of Main, between Market and Walnut, to be devoted to the uses of the exchange at an annual rental of \$2,500. Some objection was made, of course, by members who considered the rent too high, but the proposition was accepted. The building was erected and opened with imposing ceremonies and great public rejoicings, for the day was declared a holiday. The Chamber of Commerce marched from its old quarters to the new and took possession of a hall 100 feet long by 80 wide, in "the noblest building devoted to business purposes west of the Alleghany Mountains."

It will thus be seen that by the time the millers organized their exchange, St. Louis had already passed the era of the coonskin cap and arrived at the period of the "Grandfather's Hat," the old-time beaver stovepipe, worn by our grandfathers. Previous to the formation of these exchanges, buying and selling was done on the call. The most important business houses stood on the river front or on Main Street, though some merchants, unwilling to pay the high Main Street rents, had moved to Second. There were few houses north of Franklin Avenue, and, although to the south the city straggled off down Broadway, the business quarter was practically bounded by Washington Avenue and Elm Street. Third Street, from Washington south to Olive, was the retail street, though its claims to preeminence were disputed by the dry goods merchants on Market, from Second to Fourth. The big flood of 1844 and the great fire of 1849 drove the merchants uphill, and expanded the city toward the west, in spite of energetic efforts to keep

business, as one merchant expressed it, "within legitimate boundaries." The retailers came up to Fourth and Fifth, the wholesalers to Second and Third.

Everything went on satisfactorily and harmoniously until January, 1862, when diverging sentiments in politics caused a rupture among the members. The outcome of these differences of opinion was the secession of the Unionists; they left the Southern sympathizers in possession of the hall on Main Street and established themselves under the name of the Union Merchants' Exchange, in a new building near the postoffice, at that time on the corner of Olive and Third Streets. But the separation did not last long. Harmony was restored before the year expired. The Union Merchants' Exchange was closed and its members returned to the old quarters.

The continued expansion of trade, the multiplication of members and general prosperity in all commercial and industrial branches, soon after the close of the war, again caused a demand for a larger exchange, which would be worthy of and in keeping with the city's growth. As a result, several prominent men made a proposition to erect a suitable and appropriate building for the

WHEAT LOST IN WRECK.

Several thousand sacks of wheat for export were wasted in a recent railroad wreck on the Northern Pacific Railroad near Mabton, Wash. The grain sacks broke open and scattered grain freely over the ground, causing a heavy loss. As the freight train was speeding along its way a stretch of about sixty feet of track, which had been swept away by a snowslide, was reached and the momentum of the train was so great that the brakes could not be applied. The result was that the entire train was smashed up and the sacked wheat was thrown in every direction. The picture gives a fine view of the "mess."

HOW FARMERS' ELEVATOR COMPANIES ARE PROMOTED.

Some days ago Charles Rippe of Forest City, Iowa, delivered an address before the Commercial Club of Swea City on the subject of farmers' elevator promotion, which threw considerable light on the methods of the "family affair" in Chicago who are the head and front of that movement in Iowa. Mr. Rippe not only attacked meth-



A SMASH IN WHEAT.

use of the exchange on Third Street, reaching from Chestnut to Pine. The Chamber of Commerce Association was organized, with Rufus J. Lackland as president and Geo. H. Morgan as secretary, and work was commenced in the spring of 1874. The ground and buildings occupying the site were bought at a cost of \$561,700, and one and one-half million dollars were expended for the imposing structure, whose dedication and opening were duly celebrated December 21, 1875. The new building afterward became the property of the Merchants' Exchange, being purchased in 1892.

The exchange hall proper has a length of 222 feet, a width of 92½ feet, and the ceiling is 60 feet above the floor.

During the many years of its existence, additions and diminutions of membership were of frequent occurrence, but neither the one nor the other ought to be taken as a criterion of business transactions or trade conditions, as such fluctuations are brought about by various and, in most cases, personal reasons. The smallest membership was that of 1863; the largest number enrolled as members was in 1883. The number has varied—mostly between 2,500 and 3,500—and has averaged, in the last six or eight years, about 2,200. The present membership is a little less than 1,700.

On February 16 all through "private wires" were discontinued to customers of the W. U. and Postal companies, on the ground that the Interstate Commerce Commission is said to have taken the position that furnishing these large customers of the telegraph with facilities denied the smaller customers is, in fact, a discrimination.

ods but men also; but, in reproducing portions of his address, we shall take the liberty of omitting names, being concerned only with methods, not with men.

Having congratulated Swea City merchants and farmers upon their recognized policy of live and let live, Mr. Rippe continued:

In striking contrast stands the grumbling, growling kicker, without life, energy or ambition enough to clean up his own place of business—without energy enough to look after his own credits and without brains enough to make himself useful to the community; who witnesses his diminishing trade and naturally concludes that the fault lies with someone other than himself. Something must be done to revive his waning properties; and he at once begins an agitation for a better grain market. The thought that he could improve his own trade by his own energy and reasonable attention to his own business has never entered his biased mind. He thinks that if he were in the grain business he would reform that business and show the world what a whirlwind he is. Just put these two questions to him: What margin is grain being bought on at Swea City? What is a necessary margin? Take his answers and look up the facts, and you will find that he would be as small a potato in the grain business as he at present is in his own business. The interests of the community would certainly suffer were they left in the care of this reformer. It is well for Swea City that this element is still in the minority here, and it will be to your interests to keep it there.

For years the grain business has been used as a shield for the lazy, shiftless business man. Go to some town where the buildings are unpainted and half of them empty; go into the general merchandise store, and you will hear the proprietor ably discussing the demerits of all grain men, all coal merchants, all stock dealers and all corporations and condescendingly handing out some stale tobacco and other inferior merchandise to the public at a profit of not to exceed

100 per cent, unless in extreme cases of bargain counter purchases of bankrupt stock, fire or closing-out sales, he may be able to work out 250 to 500 per cent profits.

Conditions are always noted by shrewd men and applied according to the individual character of the persons noting them. The "holler" of the merchants against the grain trade has been taken advantage of by the Chicago commission men and there has been organized what is called by some "the penalty clause trust," by others "the — gang," the members of which are really the proprietors of Chicago elevators [in Iowa], which the farmers pay for.

Before I go any further, I want to explain the difference between a "farmers' elevator" company and a "Chicago elevator" company, paid for by the farmers.

You ask, "Are there any farmers' elevator companies in the state of Iowa that are considered regular and legitimate by the grain trade?" to which I will say, Yes; there are upward of 35. Since corporations are lawful, any body of men may associate themselves together and organize a corporation for the transaction of business, provided they do that business lawfully; and if so conducted, the regular grain trade will recognize them the same as any other dealer. What the regular grain trade objects to is the penalty clause in the by-laws of a great many farmers' elevator companies. This clause is unlawful, un-American, contrary to public policy and contrary to the anti-trust law. To support this statement, I will read you a resolution passed by the farmers' elevator company of Farnhamville, Iowa:

"Resolution passed by the board of directors of the Farmers' Elevator Co. of Farnhamville, Iowa, this 15th day of September, 1906:

"Resolved, That we do now and shall hereafter ignore and will not hereafter enforce the penalty clause that is in our by-laws, deeming it unjust, unfair and un-American; and we will vote and work for its repeal at our next annual meeting, which occurs in March, 1907."

You ask, if this penalty clause is unlawful, why are not the offenders prosecuted? Gentlemen, it is covered down by the name "farmers," and no officer will jeopardize his chances for re-election by even talking about taking the matter up.

The Chicago elevators, which the farmers pay for, can best be described by explaining how they are created. [The two Chicago commission firms in the deal will send their representative to a territory where the crops are good. You will learn, if you inquire, that the shipments of these farmers' elevators are equally divided by the said two firms.] The representatives of these firms call on the regular grain trade and demand their shipments, giving the regular dealer to understand that unless he complies they will agitate a farmers' elevator company. If the regular dealer, in order to avoid trouble, gives them shipments, they leave him alone, only coming around occasionally to see that they are getting what they consider their share of the business. If the regular dealer refuses to be dominated by them, the fact is reported to Chicago, and the manager of the Co-operative Journal floods that territory with co-operative literature. They know that this, together with the work of the kicker and the prices quoted for the purpose of barter, will sooner or later bring about the desired results. Being well advertised, they soon receive a letter from some real estate man, one who has missed the appointment of postmaster, or someone else who has no interest in the grain business, other than that he is sore or wants a job. They immediately instruct him how to circulate a petition and to get as much money raised as possible, and how to call a meeting and invite [the "spell binders" of the combination], figuring that, of course, no grain man will be present at the meeting. The meeting being on and the coast clear [the spell-binder-in-chief], who is considered the best orator for this purpose in the country, takes the floor. In his speech, he always explains the history and evils of the Standard Oil trust, the beef trust and the "grain trust." He argues that farmers should not sell their grain to "grain trusts" at country stations, but never mentions the fact that the penalty-clause commission firms sell the farmer's grain, after they get it into Chicago, to the big "grain trust" just the same, the only difference being that the penalty-clause trust have taken their commissions out of it, which is the chief objection and purpose of the penalty-trust organization.

[After spell-binder-in-chief, he who] is classed as the "lightning speaker" takes the floor and explains to the farmers how his firm was black-listed by the regular grain trade, but carefully avoids the real facts. After he has mixed up "hot air" for his allotted time, if the emotions of the farmers are not yet worked up to the right pitch, Mr. Messerole, the secretary of the state

association, takes the floor and explains to the meeting that several years ago he was a party to a pooling contract at Sterling, Ill., between the dealers at that station, whereby it was agreed that they would buy grain at about 5 cents under the Armour track bid, Chicago. In his speech, Mr. Messerole exhibits a purported copy of this contract and reads a portion of it showing the agreement, as above stated, thus leading the farmers to believe that the other grain dealers at that station and himself did rob the farmers to the extent of taking the profit of 5 cents per bushel. The fact was, however, that this margin covered both profit and freight, thus leaving the actual profit that the grain dealers were to take under this agreement to be 1½ cents a bushel. Mr. Messerole offers as an excuse for his guilt simply that he was a "victim of the grain trust."

This does the business, and the farmer is ready to sell the pet horse that stood by him nobly in pioneer days, if it is necessary, to raise the money to "down the robbers." Public sentiment is worked up to a pitch where it will not take long to raise the necessary fund to complete the organization and force the railroad company, against its better judgment, to grant them a site. Next it is necessary to elect a manager, and here the Chicago parties again give valuable information. They advise hiring an experienced man who is

A WISCONSIN ELEVATOR.

There was snow enough on the ground when the photograph was taken of E. G. Bennett's elevator at Horicon, Wis., to make one think of the old-fashioned winter that some other parts of the United States did not have during the winter season now about ended. It also emphasizes the ship-shape of the elevator itself and the surrounding premises, which are as clean and tidy as can be.

The house is 28x35 feet on the ground and 48 feet high, crib construction, using 2x8's and 2x6's. It has seven large and four small bins, used for handling grain for custom grinding. The foundation is concrete, seven feet deep, and the roofing and siding is the asphalt roofing.

The storage capacity is 12,000 bushels, but there is room for handling bulk bran and middlings as well as a Robinson Attrition Mill and 35-horsepower Brown Gasoline Engine, giving a grinding capacity of 2,500 to 3,000 bushels per hour.

The location of the scale is seen in the picture.



E. G. BENNETT'S ELEVATOR AT HORICON, WIS.

"onto the tricks" of the local "grain sharp." As it is usually impossible to find someone with the necessary experience in the town or country, they recommend some foreign agent, either from some other part of the state or Illinois. Thus they even succeed in getting their own agent in as manager of their elevator that the farmers have paid for. For mutual protection, it will be necessary for the company to join the Iowa Farmers' Grain Dealers' Association. The so-called editor of the American Co-operative Journal makes it his business to audit the accounts for the farmers' elevator companies, so that the managers do not go crooked. The American Co-operative Journal of September, 1906, published the following notice:

"Barnum.—The farmers' elevator has proved a bonanza for the stockholders. It has cleared over \$1,000 in less than a year, making over 16 per cent on the money invested."

During the last 30 days an expert accountant has checked up the books of the farmers' elevator at Barnum and finds that the loss during the last year amounts to about \$2,700, the original capital being \$4,300, thus reducing the present net capital to \$1,600.

It is a peculiar business proposition that stock in farmers' elevator companies is always worth par. It has been known that in several cases, where farmers' elevator companies have lost money and their stock has been impaired, that picnics or roast ox barbecues were held in order to celebrate the success of the company and thereby arousing the emotions of the farmers in order to sell more stock at par, regardless of its actual value. I would cite you to Nevada and Stanhope. Nevada lost about \$500 last year, according to their own statement, but no doubt really lost \$2,500, as they did not have a cut-off at the time the statement was made. Stanhope lost about \$2,000 last year, and all stock is up with the bank as collateral. Do not get the impression from my statements that these two companies are the only ones that lost money last year. What I wish to get before you is the methods used to arouse the emotions of the farmers.

Under the platform are large bins for unloading from wagons.

AN OHIO CORN CONTEST.

During the months of October and November, 1906, the firm of D. S. Cook & Co., grain dealers and millers at Basil, Fairfield County, Ohio, advertised a corn contest, entries to be made during November in the following manner: Ten ears to be taken from any full-sized wagonload delivered at their plant, by a disinterested person, who would be blindfolded while making the selections. Prizes were offered as follows:

Best ten ears yellow, \$5; second best, one-quarter barrel "Basil Blend" Flour; third best, one bushel yellow meal.

Best ten ears white, \$3; second best, one-quarter barrel "Cook's Best" Flour; third best, one bushel white meal.

The awards were announced to be made by Professor Foord, Agronomist of the Ohio State University, and Jos. W. McCord, secretary Ohio Grain Dealers' Association and member of the firm, during a meeting of Farmers' Institute, held on February 18 and 19, 1907.

There were only thirty-five entries made, so they advertised another contest, to be decided at the same time and place by the same judges, offering \$3 for the best ten ears yellow seed corn and \$2 for best ten ears of white seed corn. In this contest there were forty-three entries and the interest increased rapidly as the date for judging approached.

Owing to the inability of Mr. McCord to be present, Mr. Woodrow, of Scott & Woodrow, Columbus, acted as judge of commercial value,

while Professor Foord, with the assistance of Mr. Cook of Chillicothe, judged as per score card adopted by the Ohio Experiment Station and the Ohio State University.

The program committee of the Institute gave the contest two hours of the afternoon session of February 19, and Professor Foord took up over an hour in a very interesting talk, the subject being the selection of seed corn and the amount of corn that should be raised per acre with a perfect stand, etc. This was followed by the awards and distribution of prizes.

The farmers were well pleased and the affair created so much enthusiasm that a local corn growers' club was organized. Messrs. Cook & Co. thereupon made the following offer to the officers of the Institute, which was accepted, and preparations will now go forward for a larger and better contest next year:

Basil, Ohio, Feb. 26, 1907.

Mr. John Brunner, President North Fairfield County Farmers' Institute, Carroll, Ohio. Dear Sir: Confirming our telephone conversation of the 23d inst., we offer you \$25 to be used as prizes to be awarded for the best ten ears each of white and yellow corn of the crop of 1907. These prizes to be known as the D. S. Cook & Co. prizes, and we would suggest the following division:

Best ten ears yellow, \$6; second best, \$4; third best, \$3; fourth best, \$1. Best ten ears white, \$5; second best, \$3; third best, \$2; fourth best, \$1. The contestants to be confined to members of your Institute. This will not in any way interfere with other prizes being offered; and we hope to see a large number of contestants and a great improvement in corn result.

The information in regard to this contest should be disseminated at once, that all those who wish to participate may make special effort to prepare the ground, select seed corn, etc., that the crop may have the best of attention from start to finish.

We take this opportunity to thank your Institute for the cordial co-operation in the contest just closed and to assure you that anything we can do to benefit the farming community on whom we depend for our business will be gladly done.

In expressing his personal regret at not being able to take part in the awards above noted, Mr. McCord took occasion to add, on behalf of the Ohio Grain Dealers' Association, the following congratulations to the Institute:

I wish to congratulate you on the earnest efforts you are making for the general advancement of the farming interests in your community, and to assure you of the co-operation of this Association in all matters of joint interest to the farmers and grain dealers of Ohio.

We want to impress on the minds of every farmer in Ohio that the work of the Ohio Grain Dealers' Association is not antagonistic, nor opposed to the interests of the producer of grain. Our work is now, and always has been, to bring together in mutual co-operation every interest dependent on the product of the soil.

There may have been times when our efforts in your behalf, and our stand for a higher plane of commercialism among ourselves, were regarded with suspicion and considered by you as selfish, unfriendly and opposed to your interests; but we want to assure you that such has not been true, and that, in all your efforts to raise the standard of production, quality, quantity and every attending condition incident to your most high and noble calling, we are your servants and will render you all possible assistance with the consciousness that your success means success for the grain dealers. You have our assurance that we will not countenance imposition or wrong on part of any dealer, or body of dealers, toward the constituency on which we depend for our daily sustenance. We stand for a fair, square deal for everyone and for honest, upright, straightforward dealing.

We are wholly dependent on you and you are in a measure dependent on us. Let us work together for all that is best for the trade.

Warnings have been sent out by corn experts of South Dakota that the seed for this year's planting is very uncertain and should be carefully tested. Hon. R. Lyon of Vermilion says: "While the crop was an excellent one for market purposes, the vitality of the corn for seed purposes is gone. The crop was slow in maturing,

but a late fall saved the crop so far as the quality of the corn was concerned. But on account of the wet fall the corn did not dry out, and when the freeze-up came a great percentage of the corn was still wet and the freeze killed the germ."

KANSAS WEIGHERS OUT.

On February 14 Judge Pollock of the United States Circuit Court made an order for a permanent injunction to prevent the Kansas weighing and inspecting officers from weighing grain consigned to elevators. The injunction carries out the findings of the special master who heard the case and found that the Kansas law which permitted grain weighing by the department was unconstitutional. Accordingly, on the 16th, John W. Radford, as state weigher, withdrew his men from the Union Pacific, Memphis and Frisco elevators in Kansas City, Kan.

However, the new Kansas grain law, amending the old law to remove the objections upon which the court based his injunction, has been passed

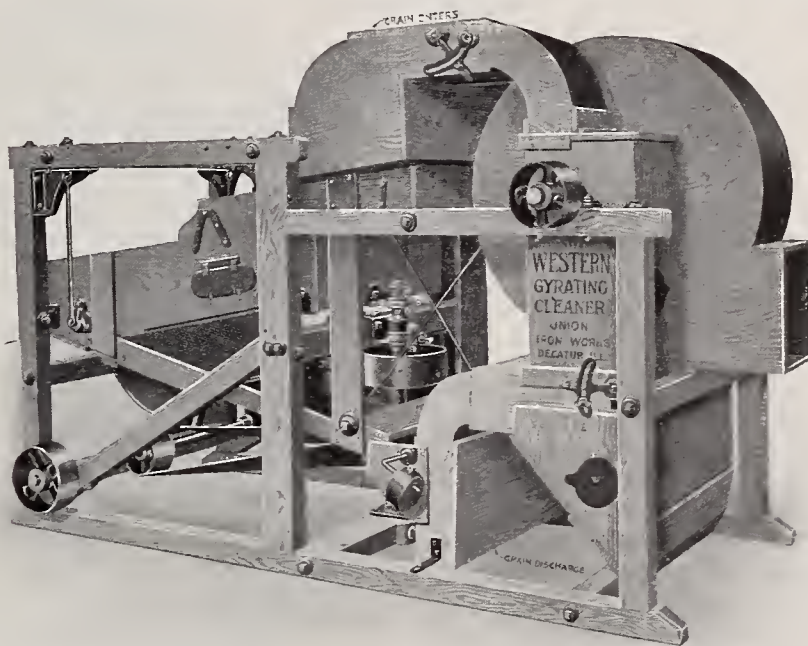
car, when the same are known to the department, shall within ten hours after inspecting such grain be mailed to the consignor with a statement of the gross weight of such carload of grain, the total net weight of such grain, the test weight per bushel and the grade of such grain, and for each car so inspected and weighed on such track scales so provided by the elevator or warehouseman, the fee for weighing into warehouse, mills or elevators shall be twenty-five cents per car.

Sec. 9. The charge for inspection and weighing of grain shall be and constitute a lien on the grain so inspected or weighed, and whenever such grain is in transit the said charges shall be treated as advanced charges, shall be collected and paid by the common carrier in whose possession the same is at the time of such inspection or weighing.

As we understand the situation, the weighmen will be restored to act under the law as amended.

THE "WESTERN" GYRATING CLEANER.

The latest effort of the Union Iron Works of Decatur, Ill., is the production of a cleaner for which they make the strongest claims. The cleaner is of the gyrating family, but has a



"WESTERN" GYRATING CLEANER.

and published, becoming effective on March 2. The law now applies to all elevators and not simply to those of a given capacity, Section 19 being changed to read as follows:

Sec. 19. That all elevators or warehouses located in this state in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which grain is stored in such a manner that the identity of different lots or parcels cannot be accurately preserved, and doing business for a compensation, are hereby declared public warehouses.

There is also some change in the section regulating the fees for inspection and weighing, which is now as follows:

Sec. 8. The fees shall be as follows: For inspecting and sampling each carload, forty cents; for inspecting out of elevators, thirty-five cents per car; for weighing into warehouses, mills or elevators, fifty cents per car; for weighing out grain that has been previously weighed by the state where certificates are required, twenty-five cents per car; for weighing out where no certificates are wanted, fifteen cents per car; provided when a public warehouse man is moving his own grain from one of his warehouses to another a fee of fifteen cents shall be charged for weighing in; for reinspect where the former inspection and grade are sustained fifty cents per car, and in all cases where extra samples of car lots of grain inspected are demanded the charge for each sample be twenty-five cents; provided that whenever track scales are provided by the elevator or warehouseman suitable for weighing all grain in carload lots, all grain delivered to any such elevator or warehouse shall be weighed by the state grain inspection department before the seal of the car in which it is loaded is broken; and thereupon such grain shall be tested, inspected and graded; and after the grain has been removed from such car, the car shall by the department be inspected and again weighed by the department. The name and postoffice address of the consignor of such

gyrating, oscillating and tossing motion, for which they have applied for patent, that not only gives the machine a wonderful separating capacity, but the screens free themselves very readily, and by giving them the tossing motion, clogging with small pieces of cob, etc., is impossible.

The machine is very compact and takes up but little room, comparatively, and is so constructed that the grain discharge is almost directly on a line below where the grain enters and entirely away from cob discharge, which is at end of riddles.

There are two screens; a scalping riddle, which is composed of a set of fingers and coarse screen which makes a quick separation and deposits the grain and small particles on screen of proper perforations to make a perfect separation. There is a grain pan under the full length of the lower screen, which carries all the grain to the extreme end of the machine, where it is deposited on a return pan and brought back to leg of fan. This return pan is provided with a wire screen of proper dimensions, to take out all fine seeds, gravel, etc., and under this screen is a spout which carries these screenings to side of machine where it is convenient to spout them to any point desired.

The fan is a powerful one, but can be perfectly controlled by valves and slides, and entirely cut off, either in the upper or lower suction, if desired. The hopper is so constructed that the upper suction takes the air directly through the entering grain, removing silks, husks, etc., and keeping the room where the machine is located free from dust.

The machine is perfectly noiseless, and with

their adjustable balancing pulley, of special design, all vibration is overcome. The machine has been thoroughly tested, and the manufacturers have such confidence in it that they make the same offer they have always made on the well-known "Western" line of shellers, viz., to ship to any responsible party on 30 days' time, with guarantee of results.

The Union Iron Works will be glad to give any further information in regard to this machine or anything else in their line. Their advertisement appears on second cover page of this journal.

LOCATING GASOLINE ENGINE TROUBLES.

A great trouble is and always has been that the gasoline engine user, in trying to overcome some little difficulty that prevented his engine from giving proper results, was always looking for something very much out of the ordinary, says an exchange. If he had taken three things into consideration, namely, the compression, the ignition and the mixture of the gases, in ninety-nine cases out of a hundred he would have been able to overcome his difficulty. There are some very simple rules to be governed by in this case.

First, if your engine does not start easily or run promptly, turn the flywheel over by hand; if the engine turns easily, you have no compression; and the chances are that one of the valves may be stuck, or on rare occasions you may find that the piston ring has become carbonized and will not expand, or it might be possible, if the engine had any packing on it, that the packing might have blown out. These are the only three things that could cause a loss of compression.

Second, find out if your ignition is correct. Disconnect both wires from the engine, throw in the switch, touch both ends of the wire, and if you get a good spark, all is well with your battery. If not, look for a disconnected wire, or possibly a bad cell. It is possible for your battery to give a good spark, and still not be able to fire the engine on account of some mechanical defect in the igniter, or bad insulation. To find out if the insulation is broken, connect wire to insulated electrode, placing engine in position so that the igniter points will not come together. Touch the engine any place with the ground wire, and if you get a spark your insulation is gone, as the only place you should get a spark under these conditions would be by touching the insulated electrode with the ground wire.

After finding the compression right and the ignition right, the next place to look for your trouble would be in the mixing of the gasoline and the air. First work the pump by hand, and find if you have gasoline; after satisfying yourself the gasoline is there, and if black smoke pours out of the muffle or exhaust pipe, after an explosion has taken place, it is a sure indication that you are getting too much of gasoline to the amount of air. In this case lessen the gasoline. If the exhaust is absolutely smokeless and the engine fires back in the air pipe, you are not getting sufficient gasoline. In this case, of course, it would be necessary to increase the gasoline.

By bearing these few points in mind a great many troubles can be overcome, and in the majority of cases it is not a case of bad engine, but of too much monkey wrench.

MARGINS NOT COLLECTABLE IN IOWA.

The Iowa Supreme Court on February 14 reversed the decision of the trial court in the case of Ware & Leland vs. A. W. Heiss. The case went up from Dallas County, where Ware & Leland had secured a judgment for margins which a patron had failed to make good.

Heiss actually advanced \$475 on a wheat deal, and in addition to this the plaintiff firm claimed \$1,050 which it declared it lost in protecting Heiss'

deal on a declining market, and the Supreme Court holds that there was no evidence that any of the 120,000 bushels of wheat was either bought or sold by the plaintiffs, and that the evidence failed to show that the latter had actually paid out any of the money claimed.

FRED W. KENNEDY.

It must be conceded to be a fact that it is impossible to put totally to an end the shortages of grain due to leaking cars. Grain men grow careless in the matter of the proper cooping of their cars before shipment, or send them out with a defective door; and when returns come in they find that all the grain they shipped hasn't been paid for, for the reason that some was lost en route.

It was this question of shortages that interested Fred W. Kennedy of Shelbyville, Ind., to invent and place upon the market in June, 1906, the Kennedy Paper Car Liner, which is now used by



FRED W. KENNEDY.

a large number of the best grain men in the country.

Mr. Kennedy is a junior member of the firm of G. W. Kennedy & Son, millers, grain dealers and track buyers of grain and mill feed at Shelbyville, Ind. He was born in Shelbyville on September 5, 1870, and after receiving an education in the public grammar and high schools of his native town, he started in to learn the grain business with his father in 1887. In that manner, growing up with the grain business, as it were, he saw the needs of the trade and put one of his ideas into practical form in the manufacture of his car liner.

Mr. Kennedy, besides giving his attention to business, is popular socially both at home and among grain dealers, with whom he has a wide acquaintance, especially those of his native state. He is a Scottish Rite Mason and member of the Mystic Shrine, also an Elk, Odd Fellow and member of the order of Knights of Pythias.

H. H. Roose, of the Peoples' Grain Co. of Payne, Ohio, says cribbed corn is coming out in good condition and farmers are willing to sell at the price when they can haul. Oats are getting scarce and a few days will see all the available supplies marketed. Receipts of both will fall off greatly with spring weather, as farm work is behind, much of the fall plowing not being done. Car service is causing much annoyance, some of the roads not permitting their own cars to go to other roads, or elevators on other roads.—Toledo Market Record.

[For the "American Elevator and Grain Trade."] KEEPING SHELLLED CORN.

BY JAMES C. TOBIAS.

The writer read an article in this paper written by Prof. F. H. King, on the subject, "Keeping Shelled Corn" (see number for December 15, 1906, at page 303), in which the Professor makes some valuable suggestions. We have used the plan called "natural ventilation of grain" for three years, but could not to advantage ventilate in this way by using only one bin. We use the entire building; and can vouch for the practical side of this question in caring for shelled corn and other cereals.

I have given the subject of ventilating grain bins and grain elevators consideration, and from experience have found that by thorough natural ventilation of all parts of the building, shelled corn can be cured and kept cool and sweet, and that it is unnecessary to run it from one bin to another when the temperature changes from cold to warm. Damp grain of all kinds can be thoroughly dried and kept cool and sweet at a very small expense by this system of ventilation, and every grain dealer located in a damp climate would materially increase his net income by adopting this system. There is always great risk in storing new shelled corn, and in keeping stored cured shelled corn, when temperature changes.

Unless natural ventilation is used shelled corn will heat in a few days, when not transferred from one bin to another, until cured, or the cured corn changed to a condition not influenced by atmospheric changes. I have known instances where even hogs would not eat shelled corn that heated in a few days, and it appeared only slightly damaged.

We have installed in our elevator a system for natural ventilation, wherein we have provided means for the perfect ventilation throughout our entire building, by creating a current of air through screens, perforated sheets and wire netting from the sides, bottom and center of each bin, and up through the shelled corn, or other grain, and thence out through the cupola. The ventilating means used must be suitable to the kind of grain stored—for coarse grain a larger mesh, or larger perforations, and for small cereals finer perforations and smaller mesh. The cupola is constructed so that it can be opened and closed from the lower part of the building. When opened, the air is taken from the building, thus creating a current of air through the ventilating screens and causing the air to continuously pass up through the grain until the ventilator in the cupola is closed.

When only one bin is provided for curing and keeping shelled corn, as suggested by Professor King, you have the expense of changing the grain from one bin to another, and during the time of car shortage, you possibly may not have an empty bin in the building, every one being filled to the roof.

I want the reader to know that these suggestions are not theoretical, but practical in every particular. We had two carloads of wheat that was off-grade, which we offered by sample, and each dealer tried to cut the price nine cents per bushel, which was refused. By ventilating in this way, forcing cool, fresh air through the bin, we improved the grain, and again offered it by sample and sold it and saved the cut in price. It graded No. 2 in the market. The fresh air improved the wheat so that experts in this line could not detect the former musty smell.

We made a test in another way, in the season of 1905, by filling one bin with wet oats, purchased from a farmer who was unfortunate while threshing in having his oat crop drenched. He was threshing his grain in the field and a heavy rainfall caught him with all of his grain in bags exposed to a pouring rain. After the wet oats were stored in the grain bin, all ventilators were opened to their full capacity, and all of the mois-

ture was drawn up through these wet oats to the top of the bin, and with the exception of about eight to ten inches in depth from the top the oats were perfectly dry and improved in color. When the moisture was drawn to the top, we removed a few wet ones that would have sprouted when damp and exposed to the light. These were put into bags to prevent the light from striking them, and in a few days were thrown into the same bin and were dry. These oats were later marketed and graded No. 3, and would have been "bin burnt," if treated or handled in the usual way. If the dealer desires to measure the rate of evaporation from wet oats treated in this way, he can easily note progress made by using an atmometer.

Natural ventilation is needed more in that part of the country where damp and wet weather is common than in the dry climate, where grain can be stored on the ground without spoiling. It is in the former locality that the grain dealer must use the greatest precaution to prevent loss from heated grain.

PURCHASING GRAIN ON THE BASIS OF DRY SUBSTANCE.

Hoffman mentions the following advantages that would result from the practice of dealing in grain on the basis of the dry substance it contains:

Dry material will keep well when stored under proper conditions, and will retain its germination and baking properties longer than if stored in a damp state, so that malting barley could be kept all through the summer. Seed corn that has been artificially dried will give a better and more uniform crop than damp seed. The loss of material by respiration during storage varies directly with the moisture content. Dry corn is better able to resist the attacks of injurious pests and mold, and is less liable to acquire a musty smell, for which reason it yields superior products. Diminished moisture content entails a saving in freight, storage rent, handling, etc.; and, finally, the introduction of the dry substance basis would lead to an extension of artificial drying and an improvement of quality all round, enabling consumers to utilize more home-grown material and render them less dependent on foreign supplies.

In a further communication on this subject the author (*Wochenschrift für Brauerei*) also deals with the precautions to be observed in storing grain, with special reference to malting barley. For prolonged storage he advises stone silos, glazed inside and out, wood or unglazed stone being incapable of keeping out damp. The lower the percentage of moisture, the longer will the barley keep in hot weather. Malting barley should not be overdried, or the germinating power will suffer. If it contains up to 12 per cent of moisture it will keep well unless the silos are very large, in which event the barley should be somewhat drier when put into store or intended to be kept during the summer. One large malting in central Germany, which occasionally stores 5,000 tons of barley at a time, dries the grain down to 8 per cent of moisture for summer storage, and begins to fill the silos during the cold weather, in order to have a low initial temperature. The barley would probably keep just as well with 10 per cent of moisture.

No damp grain should be mixed with the dried bulk for storage, a single bag being enough to cause the whole parcel to heat and spoil. For the same reason parcels of unequal dryness should be treated as though the whole contained the largest percentage of moisture present in any part. When the moisture exceeds 12 per cent the grain should be turned frequently, in cool weather; and the contents of iron silos should be examined at the end of the summer, to guard against spoilage by rust caused by the decomposition of moisture on the walls. Grain containing over 15 per cent of moisture cannot be kept for any length of time, except on floors where it can be turned at frequent

intervals. The floors must have been thoroughly dried by means of coke fires, to expel the moisture in the walls, etc. Granary walls should not communicate with rooms containing a moist atmosphere (such as a brewhouse, etc.), or they will transmit moisture to the stored grain, which at the same time will be more subject to the attacks of insect pests (harley weevil). The grain should be turned when the temperature is low, preferably before and after sunrise, afternoon and evening being less suitable. The windows should be closed when the outside air is warmer than that inside, and opened under converse conditions, provided there is neither rain nor fog. A good hygrometer will be useful, as showing the relative moisture of the internal and external air.—*Zeitschrift für Agrarpolitik*.

C. A. SMITH.

C. A. Smith of Wellsville, Kan., who in another column tells how the wretched car service in Kansas affects the individual's private business, has had twelve years' experience, or long enough to



C. A. SMITH.

realize without being told what is and what is not good service and what besides moral suasion may be needed to better conditions. Born in Pennsylvania he went to Wellsville in 1882 and entered the employ of the Wellsville Grain and Lumber Company in 1895. In July, 1903, the name of the company was changed to the Star Grain and Lumber Company, at which time the Star Grain and Lumber Company also bought out the Coffey County Lumber Company. About two months after the organization of the Star Grain and Lumber Company, Mr. Smith succeeded to the office of general manager.

The Star Grain and Lumber Company does a retail business in lumber and coal, operating six lumber yards at as many different stations. In connection with the lumber business at each of these stations, it purchases grain and operates three different elevators. It also buys grain through agents at other stations, and has for years been buying considerable grain from dealers throughout this section of Kansas. The company's elevator at Wellsville has a storage capacity of about 30,000 bushels, and is equipped to do transit shelling and cleaning. In addition to the equipments usually found in such a house, special arrangements are made for cleaning and caring for flax seed.

This company does a large volume of business during the year, its track business being of considerable volume and being in addition to the grain handled at the stations operated directly by the company.

A new telegraph line between Chicago and leading markets is being talked of since rates on telegrams were advanced.

[For the "American Elevator and Grain Trade."] CONSTRUCTION OF CONTRACT FOR CORN AND RIGHTS UNDER SAME.

BY J. L. ROSENBERGER.

A member of the Chicago and Cook County Bar.

In a contract for the sale of goods, the Supreme Court of Georgia says, *Henderson Elevator Co. vs. North Georgia Milling Co.*, 55 *Southeastern Reporter*, 50), that words descriptive of the subject-matter of sale and the time of shipment are ordinarily to be regarded as a warranty.

The plaintiff in this case agreed to sell and the defendants agreed to buy "20,000 bushels of No. 2 white corn, bulk." These words comprehend quality as well as variety, and import a warranty on the part of the seller as to both. The contract of sale bound the seller to deliver the corn in stipulated quantities during certain months. It is to be presumed, as this was a mercantile contract, that the stipulations respecting delivery were not idle words but were intended as a covenant binding the seller to make delivery to the purchaser in the quantity and within the time stipulated. Time was an important element, if not of the essence, of the contract. Such material incident of the sale should be construed as a warranty in that respect.

Whether a contract be entire or severable depends on the intention of the contracting parties. A contract for the sale of "20,000 bushels No. 2 white corn, bulk," at 59½ cents per bushel, 10,000 bushels to be shipped in February and 10,000 bushels in March, is to be construed as an entire contract.

The contract of sale was for a stated quantity of bulk corn, with provision for delivery of specific quantities within specific periods. The thing sold was one aggregate bulk, not several bulks of the quantity specified for each delivery. This is an important fact in determining the intention of the parties as expressed in their contract when we come to construe the contract as being entire or severable. The criterion is whether the sale of the whole quantity, as a whole, is of the essence of the contract. If it appears that the contract was to take the whole or none, then it is entire. It would seem to be beyond cavil that the parties intended that the contract of sale mentioned should operate on the full amount of corn therein stipulated. The seller could not have intended to sell nor the buyer to purchase a less quantity. The court therefore holds that the contract was an entire one.

It was alleged in the pleadings, and proved on the trial, that the defendants had accepted, paid for and used a portion of the corn. The defendants were thus not able to make restitution, so as to repudiate the contract. A party may rescind without the consent of the opposite party only when both parties can be restored to the condition in which they were before the contract was made.

The defendants admitted that they had refused to accept further shipments of corn under their contract with the plaintiff, but did not plead a rescission. It was their contention on the trial that the corn which was accepted by them was of inferior grade; and because of this fact and the failure of the plaintiff to deliver within the stipulated period, they refused to accept the balance of the corn. If a vendee has accepted a portion of a quantity of goods contracted for and they prove inferior to those stipulated for, he cannot for this reason refuse to accept the residue; but if the residue prove inferior, he may refuse to accept it.

The defendants had by the above and an additional contract contracted for corn to be delivered during the months of February, March and April. On March 23 they undertook to countermand their orders for corn, but made no offer to restore such as had previously been received. If corn not coming up to warranty was shipped, it could be summarily rejected; if not shipped within the time contracted for, the defendants could, if able to make restitution, elect to rescind the contract, or, without

returning any of the corn received, hold the plaintiff liable for all proximate damages flowing from the delay. Corn under both of the contracts had been accepted; and until the time within which delivery could be made had expired, the plaintiff could call upon the defendants to accept additional shipments of corn coming up to the warranty. By wrongfully refusing to further carry out the contracts, the defendants subjected themselves to a suit for damages for the breach.

"If a purchaser refuses to take and pay for goods bought, the seller may retain them and recover the difference between the contract price and the market price at the time and place of delivery; or, he may sell the property, acting for this purpose as agent for the vendee, and recover the difference between the contract price and the price on resale; or, he may store or retain the property for the vendee and sue him for the entire price." (Section 3551 of civil code of Georgia.) The plaintiff elected to resell at the risk of the defendants after giving notice to them of such intention; and if the corn was in good faith resold for the highest price that could be received for it, the plaintiff was entitled to recover the difference between the amount realized and the contract price.

In other words, the court holds that where there is a contract of sale of corn and a portion is delivered, paid for and used by the purchaser, he cannot rescind the contract upon the ground that the quality received and accepted by him was inferior in quality to that stipulated in the contract. But, if the vendor delivered corn inferior in quality and in less quantities than stipulated in the contract of sale, the vendee, though unable to rescind the contract because of his inability to make restitution of the portion used by him, may, in defense to an action by the vendor to recover damages for a breach of the contract, recoup damages approximately flowing from the vendor's failure to deliver corn in the quantity and of the quality contracted for, provided there has been no waiver by the vendee touching the time of delivery or with respect to the quantity of the corn tendered and accepted.

By special plea the defendants asked that they be allowed to recoup damages sustained by them by reason of the delay of the plaintiff in making shipments of corn, which delay required them to shut down their mill for a large portion of the time during the months of February and March. If, as averred by the defendants, it was within the contemplation of the contracting parties that the corn was to be used for milling purposes at their mill, and the delay in shipment forced them to shut down their mill, the damages sustained would be proximately caused by the plaintiff's breach of covenant to supply the corn necessary to keep the mill in operation. On the other hand, if the plaintiff's contention was in accord with the truth, the defendants were not entitled to recover for any losses thus sustained, because they expressly waived a strict compliance with the covenant as to time of shipment and induced and brought about the delay, first by directing the corn to be routed over a certain line of railway which could not furnish a sufficient number of cars, and subsequently requesting the plaintiff not to ship over a limited quantity of corn per week.

And the court holds that if the defendants accepted delivery of inferior corn with knowledge of its inferiority, and caused it to be ground into meal, the plaintiff would not be answerable in damages for the losses accruing from milling the corn. Nor could the defendants complain, after acceptance of the corn with knowledge of its defective condition, that it was inferior to the contractual quality.

If the purchaser knew that the corn was not of the quality contracted for and accepted the same, such acceptance would be a waiver of the warranty. But if it accepted the corn without inspection, and it was of defective quality, it was entitled to an abatement in the purchase price for the breach of warranty, and the measure of damages would be the difference between the contract price and the actual value of the corn.

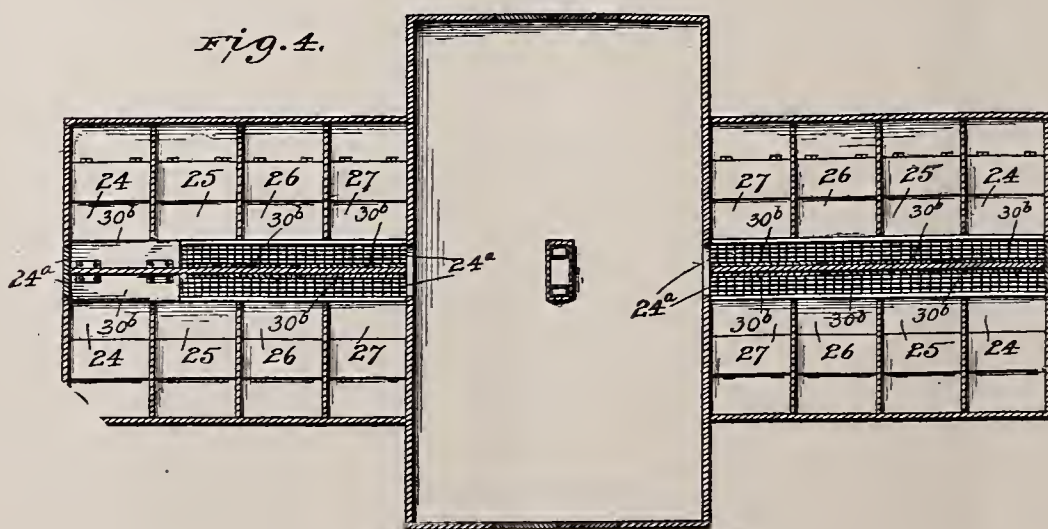
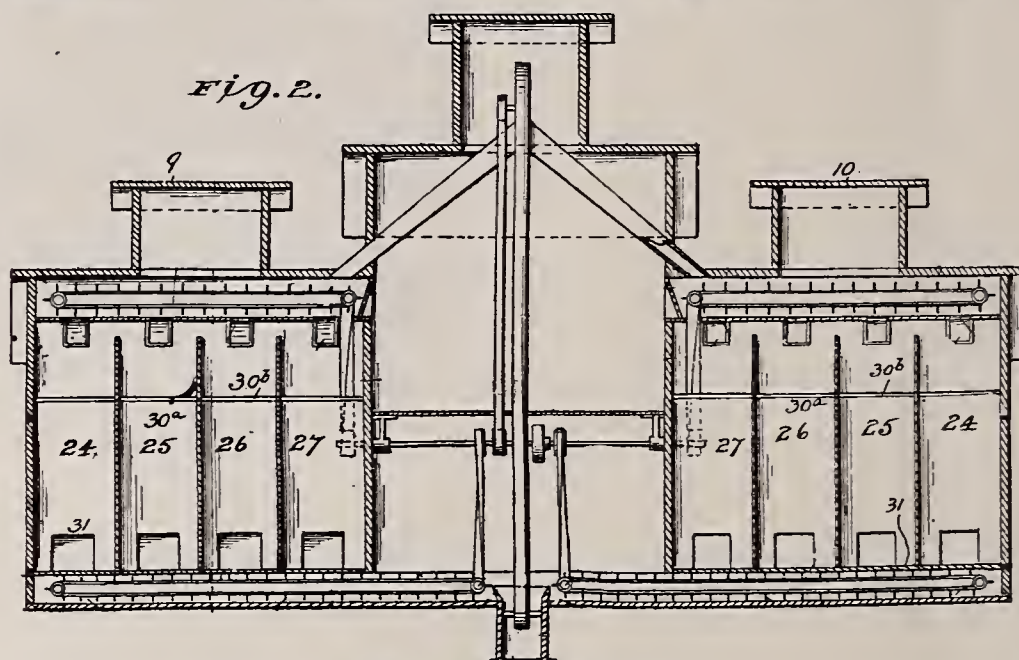
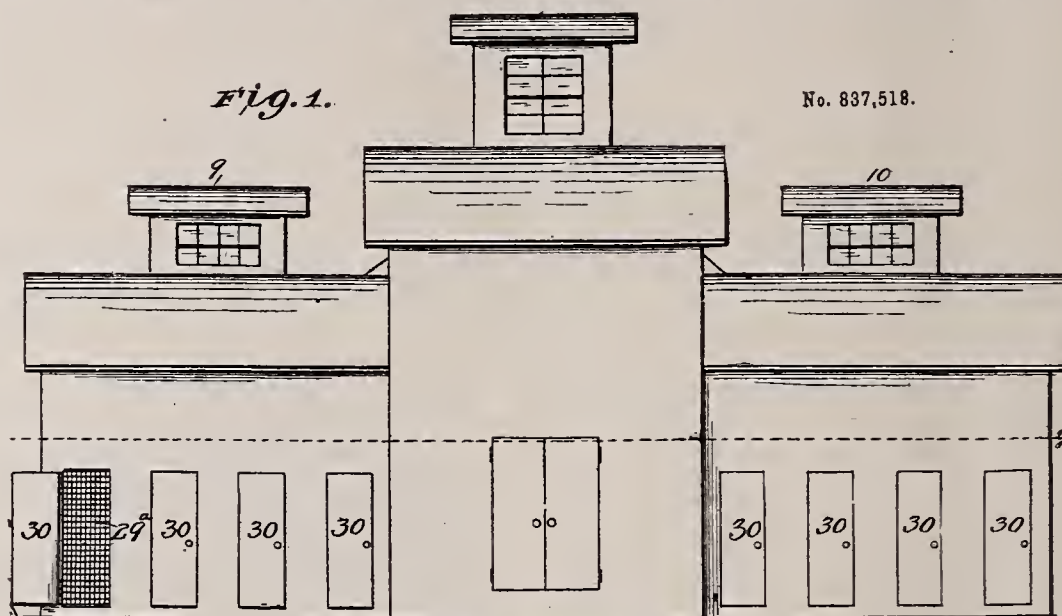
Certainly the defendants were not at liberty to grind into meal corn that "was wet, soggy, greasy and unfit for milling" under a misdirected endeavor "to save plaintiff from loss," and then hold the plaintiff liable for the disastrous results of this misadventure.

A VENTILATED ELEVATOR.

Keeping stored grain in condition has always been a problem, but Mr. James C. Tobias of Bucyrus, Ohio, has invented a form of ventilated elevator, which is said to obviate many of the

various other places for ventilating purposes. When the building is used for storage of small grain the screens or other open work are closed by means of imperforated doors swung down into closed position.

It is claimed that an elevator of this style was built prior to the time the patent was issued and tests made by opening the ventilators described and allowing air to pass through the grain. Damp grain was thoroughly dried and kept cool and sweet by forcing cool air up through the small grain and out at cupola and



DETAIL PLANS OF A VENTILATED ELEVATOR.

difficulties of the usual form. His design was patented on December 4, 1906, and is the first patent issued on a method of providing means for perfect ventilation throughout the various bins of a grain elevator. This is accomplished by creating a current of air from the bottom, center and sides of the building, which passes up through the grain and corn on the ear to the roof and thence out through the cupola.

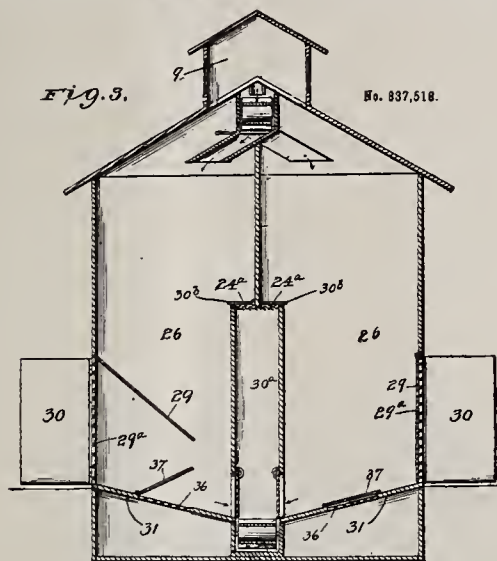
The building is so constructed that screens or perforated sheets are used in the wall and at

the engineers proved to the satisfaction of grain men that grain could be dried and kept cool and sweet by this system of ventilation. The air will pass through the grain alike in all parts of the bin without regard to the size of the bin.

One of the advantages claimed for this improvement is that stored corn on the ear will cure perfectly and may be conveyed from any part of the building by lower longitudinal conveyors to the sheller and returned to any bin by means of the upper longitudinal conveyors at a

very small expense by machinery, and without shoveling.

The wings may be constructed of any length desired and conveyors will work satisfactorily. The wings are constructed by having the floors as near the ground as practicable, and with this system of conveyors every foot of space in the wings is utilized for storage purposes. The wings being used for storage purposes, as described, the cost of construction for such a substantial building is claimed to be about 60 per cent of cost of the old high-style structure. A system of bridging is used to give the building



A VENTILATED ELEVATOR.

adequate strength and other timbers smaller in dimension, thereby greatly reducing the cost.

The necessary elevation for the handling and loading of grain is obtained from the central building, which is built to such a height as may be necessary to obtain sufficient elevation in handling grain for all practical purposes. The long and high driveways to and from elevators, for the purpose of having elevation for the dumping of corn on ear, are dispensed with and other means provided to accomplish the same purpose. All machinery is operated from a center line shaft and countershafts are dispensed with; lower longitudinal conveyors are driven by right-hand quarter-twist belts. The upper longitudinal conveyors are driven by left-hand quarter-twist belts, and power is taken from one center line shaft.

It is claimed that this style of elevator can be built of steel for about 10 per cent additional money to that of the high-style wooden buildings. If this estimate is correct, the item of insurance alone would save a considerable amount of money. When grain men realize that a new, more convenient, more substantial grain elevator can be constructed at less expense, it will undoubtedly cause the erection of large elevators for the storage of grain at many points to accommodate the farmers during the time of car shortage and also prevent the spoiling of grain for want of storage room to some extent during the time that the corn is left in the fields.

UTAH DEALERS' TROUBLES.

The Oregon Short Line R. R. at Salt Lake City has established new yards for unloading grain, etc., the condition of which, and of the road leading thereto, is so bad that it is said to take from three to four days to unload a car at the present site, whereas at the old place a car could be unloaded in half a day. Grain dealers have to pay demurrage on all cars not unloaded within 48 hours.

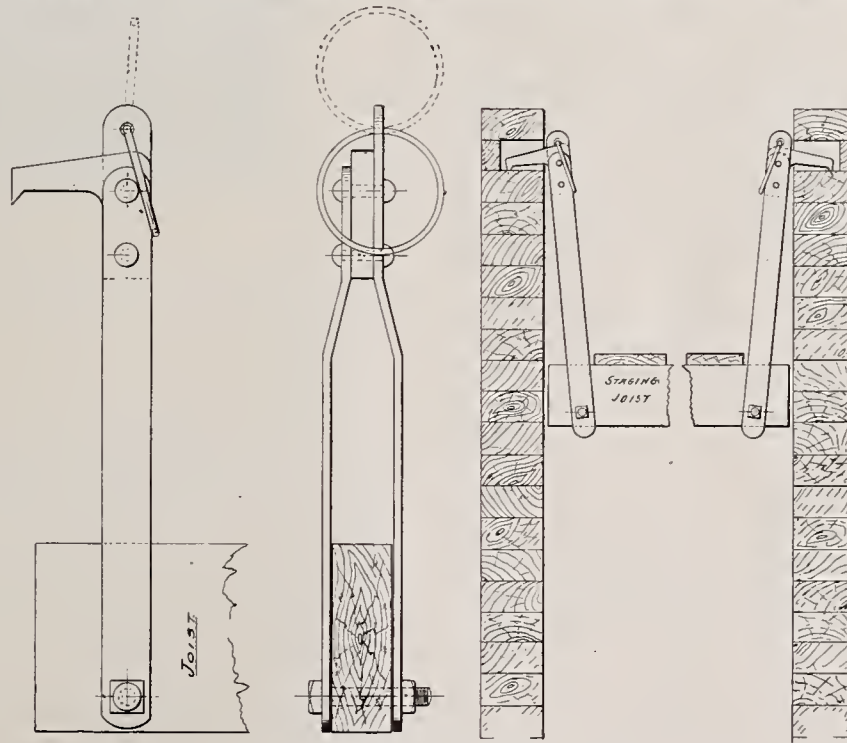
Utah grain dealers are divided on the question of the desirability of a law creating a railroad commission. At the discussion at the Commercial Club the opinion was expressed that the railroads operating in the state are overtaxed as to capacity for handling freight and that some means should be taken to adjust the difficulty. It appeared that to transport grain from Nebraska and other neigh-

boring states to Salt Lake City, it now requires thirty to forty days, whereas in former days the same railroads transported the same freight in six or seven days. But on the matter of a state railroad commission the Club members became divided in their opinions. The opposition argued that so long as the commissioners would be appointed by the governor, the head of the dominant church would run the commission to suit himself; that the commission would be a body of men working to the interests of the railroads rather than to the interests of the people. Those in favor of the commission argued that the present great cost of lawsuits would be removed; for the duties of such a commission would include looking after the interests of the people, who could bring their grievances to that body for adjustment without legal expense or trouble.

THE SEELEY STAGING HOOK.

A representative of the "American Elevator and Grain Trade," during a recent visit to Minneapolis, was shown a clever device for supporting elevator bin stagings, which was put on the market last season by Moulton & Evans of that city. The device is the invention of M. F. Seeley and has been patented in the United States and Canada.

The old methods of building stagings for the construction of cribbed elevator bins have been crude and have caused many accidents and much loss of life through rotten and defective wooden lugs and cleats. We believe that most of the staging accidents in the elevator construction could have been avoided by the use of such a device as is presented in the Seeley Staging Hook. In addition to the advantage of safety, the use of the Seeley Staging Hook will materially re-



USING THE SEELEY STAGING HOOK.

duce the cost of labor in the construction of the cribbing for grain elevators on account of the convenience with which the staging may be raised to higher levels as the work progresses, thus saving time of the workmen required in the old methods for building new supports for the staging at intervals of about four feet in height. The saving in the material used for staging supports is also considerable in these days of high-priced lumber.

In a series of tests made during the past season to determine the saving in labor by the use of the Seeley Staging Hooks, the result showed that the labor on cribbing averaged about 60 cents per thousand feet less in elevators where the new device was used as compared with the old methods of staging.

The staging hook is made by hand, of refined Swedish iron, and each hook is tested with a load of 3,000 pounds before being sent out of the shop.

The construction and method of application of the staging hook is shown in the accompanying illustration. Each joist in the staging construction is provided with a staging hook at each end which supports same. The hook is hung in a small notch provided in the cribbing as shown in cut. The convenience with which the staging may be raised by this system permits the more frequent raising of same and thus the workmen are always kept within better range of their work. Apparently elevator contractors and owners will find it to their advantage to use the Seeley Staging Hooks in the construction of their elevators.

FOREIGN COMPLAINTS OF INSPECTION.

As the reader doubtless well knows, both Continental and British buyers of American grain continue their complaints of the quality received under contracts, "certificate final" terms. Reference also has been made in these columns to the conference held in London by representatives of British and Continental grain exchanges. Of these, the conference of January 24 was the more important, for the reason that at that time an International Committee, consisting of seven Continental and seven British delegates appointed to draw up and formulate the requirements of European buyers and to arrange the details with American shippers, met and adopted the resolutions republished below, which have been sent to all American boards of trade, chambers of commerce, mercantile exchanges, etc., issuing certificates. The object is to come to an agreement with them as to the acceptance of the European scheme in its entirety, or to arrange for a representative deputation to go to London, authorized to treat with this European International Committee to make the necessary alter-

ations from existing system. The resolutions follow:

Resolved, (1) That this European International Committee calls upon the boards of trade and commercial exchanges of the United States of America and Canada, issuing certificates, to draw up uniform rules for the grading of grain for export at all their various ports and grain centers. Further, that the said certificating bodies are requested to send to this Committee for agreement such rules properly authenticated. When mutually agreed upon, those rules are not to be altered, unless by mutual consent.

(2) That should any certificating authority refuse or neglect to issue and act upon such rules for grading, this Committee shall report same to the European association with a view to the exclusion of certificates of said authority from the association's contracts.

(3) That the certificates of any railroad, elevator or private trading company or person shall not be recognized.

(4) That this Committee calls upon the above referred-to certificating authorities to send, in the

beginning of each season, samples representing the recognized grades of grain, to certain corn trade associations in Europe, such associations to be designated by the International Committee.

(5) That if any buyer questions the correctness of the certificate received, he shall within ten days after final discharge of the shipment, upon payment of a fee of not less than £25 (\$125), or more than £100 (\$500) (the amount to be at the discretion of the appeal committee), have the right of appeal to a committee of five members elected by the executives of such of the associations in Europe as may be agreed upon with the said authorities issuing certificates. Should the appeal committee decide that the grain has been improperly certificated, it shall fix the allowance to be paid by seller to buyer. Fees and expenses to be paid by loser.

(6) That additional American parcel and cargo contract forms for maize should be issued upon European "Rye Terms," and that the various associations be requested to withdraw the American "rye terms" clause from their existing contract forms.

(7) That this Committee requests the London Corn Trade Association to withdraw its German translation of Contract Form No. 16, in so far as it concerns maize.

Robert A. Patterson, chairman of the European International Committee, in transmitting these resolutions to American certificating authorities, adds that in case a deputation is sent to England, it should arrive not later than March 15, the invitation thereto having been dated January 25. The reason for this haste appears in the announcement that at the Northern European Conference, which met at Berlin on December 12, it was resolved, should the International Committee fail to arrive at an agreement with American trade by May 1 next, that the traders of northern Europe would combine on their own demands of a much more stringent character than the requests put forward in our enclosed resolutions. Mr. Patterson concludes:

I would only add that the European grain trade, whose mouthpiece I am in this matter, is anxious to treat with your trade in the most cordial and friendly way; but seeing the general dissatisfaction felt, not only here, but evidently (from the reports of the Conference just held in Chicago) also on your side of the Atlantic, at the faults and failings of existing system and want of regularity and reliability in grading and issue of certificates, European traders feel sure that you will see that the desire for alteration, such as asked, is not unreasonable and will obtain your approval.

It was apparent that no deputation could be sent to Europe from this side on such notice, for reasons obvious to all but our British cousins. Secretary Courcier had, on February 2, addressed the following communication to the London Corn Trade Association:

It has come to our notice that a great deal of dissatisfaction exists in Europe concerning American Inspection Methods.

As a result of several years of persistent advocacy, a Uniform Grade Congress was held in Chicago, December 11-13, 1906, under the auspices of the Grain Dealers' National Association, the recommendations of which I take pleasure in enclosing herewith in pamphlet form.

You will observe that a great deal of the elasticity in the phraseology for the grading of grain now in effect will be eliminated when the recommendations of the Uniform Grades Congress shall have been adopted by the grain exchanges and state inspection departments of this country.

It is not claimed that the recommendations of the Congress could not be improved upon, but it is generally conceded that a firm foundation has been laid for a system of grading that will guarantee to your buyers a better understanding of the quality of grain which they may expect to receive on their purchases of a specific grade.

We have also been informed of a proposed visit to the United States by a delegation composed of foreign buyers of grain. Should you have cognizance of this, and will place me in communication with those having the matter in charge, I will promptly tender them the assistance of the officers of the Grain Dealers' National Association, in their endeavor to acquaint themselves with conditions in this country, not only as they now prevail, but also as they will probably exist under the proposed reform.

And upon the receipt of copies of the Patterson letter, which was addressed to the Secretary of the Minnesota Board of Grain Appeals, Mr. Courcier,

under date of February 8, addressed Mr. Patterson as follows:

Since writing the London Corn Trade Association on the 1st instant, I have received a copy of the correspondence that has passed between you and Mr. Kelso, secretary of the Board of Appeals of the Minnesota State Inspection Department, separate copies of which have now been sent to the Uniform Grades Congress delegates and others at interest.

As stated by Mr. Kelso in his letter to you, the process of securing the adoption of the grades of grain recommended by the Uniform Grades Congress is now in progress; but we cannot hope to be prepared to send a properly equipped committee to confer with you so soon as would be necessary to reach London, not later than March 15.

The unification of factors which have been in a manner antagonistic for a quarter of a century is a stupendous undertaking; and since our efforts thus far have been attended by pronounced success, we think the interests of all concerned can best be served by your holding further procedure in abeyance, pending the action of the officers of the boards of trade, chambers of commerce, exchanges, and state departments, which have not yet voted upon the question of its adoption.

In the meantime several American consuls have reported to the Department of Commerce and Labor

which the great cereal exporting business has been created. Mr. Skinner having reviewed the system, which is familiar to the reader, concludes:

The remedy sought is so easy of application, and the demand for its application is so entirely reasonable, that to the importer protracted resistance is incomprehensible. The proper remedy may be applied either by the American government or by the co-operation of American trade bodies. The starting point of the reform would be, naturally, the establishment of standard descriptions by law. This done, if the government were charged with the issuance of inspection certificates, the service would be removed from local influences, and the so-called official American certificates would be rehabilitated. If this very rational proposition be objected to, the surest means of effectively combating it would be the holding of a conference of American grain-inspecting bodies for the adoption of grain standards and for the adoption of ways and means of drawing standard samples, to be deposited in American consulates at great European ports, or to be issued upon demand to importers; and to provide for a board of inspectors, the members thereof to be transferred at intervals and liberated from every form of local pressure.

Consul Skinner forwards also a report by M. LeFebvre, a French delegate to the London conference of November 8, in which the European posi-



ELEVATOR OF A. WASMUTH & SONS AT ANDREWS, IND.

upon these complaints as formulated on the Continent of Europe. Consul Thos. R. Wallace at Crefeld, Germany, writes, in a report published January 25, that:

German dealers having radical or extreme views do not believe that an amicable settlement of the matter can be made with the shippers unless coercive measures are used, and this is one of the reasons of the international character of these assemblies. It is said by them that some of the same conditions prevailed in the grain trade with Russia some time ago. The Russian dealers were invited to Berlin to a conference, but treated the action with indifference; whereupon the German dealers refused to buy any Russian grain, and in a short time Russia asked for a meeting.

The seriousness of this movement, threatening the loss of trade in this important branch of American exports, should not be underestimated. It is general in its character and covers the countries buying about all of the surplus crops of the United States.

The unanimity of sentiment expressed at these meetings indicates there must be good cause for complaint, and as representatives of nearly all the nations of Europe are taking part in these assemblies and the meetings have become international in character, it is time the American people, who are interested in this great and important branch of the nation's industries and commerce, should take some action to preserve it from further losses. The questions involved in these disputes have become national in character, and the interests of the shipper should be held subordinate to the national industry in so far as national interests are involved. The moral question involved affects the character of the whole American people as to their standard of honesty and integrity in business and is of more importance to them than that of losses that may accrue to American trade.

France.—Consul-General Robert P. Skinner at Marseilles thinks it is desirable that something be done either by action of Congress or by the concerted action of American commercial bodies to reform or, rather, standardize, the system under

tion is reviewed in extenso, and which concludes as follows:

Our approbation of an American institution's inspection should be good for one year; we should strike out of the list such as give rise to complaints, and in this manner create an emulation between them, and guarantee ourselves against bad deliveries by the fear thus created. We have seen recently the effect produced by rejection of the Norfolk and Newport News inspections. What would happen if we refused the inspections at Galveston or New York? It is quite possible for us, if we agree upon reasonable and moderate conditions, to force the American commercial bodies to give us sufficient guarantees to enable us to obtain the quality of grain that we buy. This is all that we ask.

THE WASMUTH ELEVATOR.

A. Wasmuth & Sons Company incorporated to succeed A. Wasmuth & Son, to operate a 20,000-bushel house located on the Wabash Railroad at Andrews, Ind. Like its owners, it is up to date in every respect. The company does a big business, not only in grain, hay and seeds, but in lumber, sash, doors, glass and other building supplies; nevertheless, the son, E. M. Wasmuth, who represents the company at Roanoke, Ind., finds time to devote to the trade organizations in which the business is interested. It is a sort of a proverb that only the very busy men have time to do the things they ought to do, and the Wasmuths live up to the proverb.

A bucket-shop man was convicted in Cleveland recently. He was fined \$350. If he had been caged in jail for a while it would have had more effect. There is law enough in this state, if enforced.—King & Co.

[For the Kansas Grain Dealers' Association.]

RAILROAD COMPANIES' LIABILITY TO SHIPPERS FOR FAILURE TO FURNISH EQUIPMENT—FROM A SHIPPER'S STANDPOINT.

BY C. A. SMITH, WELLSVILLE, KAN.

[Having noted a long series of delays by the Santa Fe road to furnish cars to about ten stations operated by the Star Grain and Lumber Company—delays ranging from 23 to 51 days after the date of the orders therefor, and noting the further fact that the company has sued the railroad company in Shawnee County for actual damages and demurrage of \$1 per day per car, the author continues:]

Prior to the fall of 1905, we had at times experienced some trouble in securing equipment desired, but never before have we had any very serious difficulty. In the fall of 1905, we went ahead with our business as usual, and contracted large quantities of corn from our farmer customers for future delivery to us at the various stations where we are in business. The result: The corn was hauled in and we were obliged to take it from the farmers, pay them for it, and pile it up and keep it until it pleased the railway company to furnish us cars in which to ship it. We had as much as 15,000 bushels of corn piled upon the prairie at one little station, besides having our cribs and pens at the place all full. Much of it stayed in that pile two months or more. At other stations we had our elevators and cribs all full and a greater or less quantity stored away on the ground and elsewhere.

This year we took warning from our experience of last year, and absolutely refused to buy grain from our customers for future delivery. We told them, instead, that we would take their grain as they hauled it in, so long as we had storage room for it, and that when all our storage was filled, we would discontinue taking more until cars could be secured to ship some and enable us to get room to take care of it. The car situation this fall and winter has been much worse than last year, as I have already stated.

Before going further I desire to make some observations in regard to facilities. We have all heard more or less about shippers not having adequate facilities to handle their business. At the hearing before the Interstate Commerce Commission at Kansas City in December, M. A. Lowe of the Rock Island was all the time trying to show that the car shortage was caused by the shippers and receivers failing to prepare themselves to handle their business. We have handled more business at our stations in other years than we have had offered the past two years, and our facilities have always been adequate heretofore. If we grant that they are inadequate, what inducement is there for a grain shipper to provide more extensive facilities than he already has? At one of our stations we have cribs and warehouses that will store about five or six carloads of grain, and we have other facilities in the way of sacks, scales, dump, elevator, etc., for taking care of the grain business at the station. We have been furnishing a continuous market at the station for a number of years. At the same station there is another party who watches for an opportunity to ship grain, and whenever grain is being offered in carload lots, he gets into the game and goes to shipping also. He has no investment in the business other than a few scoop shovels. Whenever there is business being done the railway company supplies him with the same number of cars that it gives us. We usually have our cribs and warehouses full of grain awaiting equipment, but whenever cars are furnished to the place, our neighbor gets his alternate car at all times when he can rustle enough grain to load it, and our grain must remain in storage until such times as he has nothing in sight. Having our storage full, we are not in position to buy more until we can get a car to load; if at that time a farmer can be found desiring to market his grain, the other fellow says, "Here, I'll take your grain," gets it, loads his car, and we sit back and take life easy until another car turns up. It often happens that our

neighbor keeps a car over time loading, and the railway company has taken note of this fact and has given it as an excuse for not furnishing cars for loading at the station. And this, in spite of the fact that we could have loaded the car in question in less than the free time, if only given an opportunity to do so. The facilities one has only add to one's expense account, while the other fellow ships as much practically without expense or investment. We do get more business at the times of the year when only small lots are offering—we have the privilege of taking them and putting them in store for a month or two, or even longer, until a carload is accumulated; but I think you will agree that there is little money made in this kind of grain business. We would be better off without facilities for doing business. I repeat, what inducement is there for a shipper who wishes to do a legitimate grain business to add to his facilities?

What losses does a grain shipper sustain by reason of not having equipment furnished promptly as desired?

He loses business by reason of his inability to receive the farmers' grain. At the station we have just been discussing, farmers owe us for lumber, coal and other merchandise. They want to deliver their grain, settle their accounts and get some money to pay their grocery bills, taxes, etc. We are unable to take their grain, and so cannot collect their accounts. Some customers on the outer edges of the territory will succeed in disposing of their grain in some other way, and we will never get it. We lose on their accounts, and also lose the profit we might hope to make on their grain.

Insurance costs money, and so do losses to the shipper, unless he takes his own hazard and stands to lose all his grain. The grain business being conducted on a cash basis, most shippers are forced to borrow large sums of money whenever a large amount of grain is kept in storage. The shipper pays interest on this borrowed money—another loss. The lack of equipment forces an elevator man to keep his grain moving from one bin to another in order to keep it in good condition. This is an expense—another loss—that would be incurred to a less extent under favorable conditions.

Grain taken direct from the thrasher, of the cornfield, shrinks while in storage awaiting equipment—another loss to the would-be shipper.

Delay in the receipt of cars often forces the movement of shipments on to a higher rate of freight.

Shippers accept for loading cars of almost any description as being better than no cars at all. We have loaded slatted stock cars, open cattle cars, carriage cars, refrigerator cars and cars of nearly every other description except flat cars. These cars require additional labor and expense in cooping them to put them into shape to hold grain. Even then there is more chance for loss and damage in transit than would be the case if suitable cars were furnished. The railway companies are presumed to be liable for such losses, but usually it is a tedious task to induce them to settle this class of claims.

The lack of equipment forces a shipper to market his grain at a disadvantage. Exporters and other grain receivers, in making track bids, usually offer a premium for early shipment. A shipper cannot get the premium because he has no assurance that he will be able to make prompt shipment. Oftentimes a feeder, or a mill, wants a special shipment. In October we had a request for a car of corn from a feeder less than sixty miles from us on our railroad system. This feeder was nearly out of corn and wanted the shipment in a hurry. We had the corn and filed an order for a car to load at once, but were unable to get a car to make the shipment for more than a month. In the meantime, the feeder had to and did secure a supply of corn elsewhere, and we lost his business. It can readily be seen that a shipper dare not sell anything for quick shipment until after he has the car in his possession, loading. Even then he can ship only to such places or in such direc-

tion as the railroad company sees fit, and he cannot sell to the best advantage unless it happens to suit the railroad company's pleasure.

Delay in the movement of cars results in deterioration of the quality of the grain, and causes heavy losses to shippers. This delay also causes heavy losses to exporters on account of demurrage paid to ocean vessels for delaying them. Railways, as common carriers, have special rights and privileges, and having such, they have a duty to the shipping public. They should be legally liable for all losses and damages occasioned by delay in furnishing suitable cars to load, for damages caused by unreasonable delays in transit and in switching at terminals; also for exemplary damages, known as demurrage, and for a reasonable attorney's fee. Many actual damages sustained are of such a remote and uncertain nature as to be impossible of proof by competent evidence. Consequently it is necessary to have exemplary damages, payable to the shipper, in order that he may receive justice. The small shipper cannot afford to employ attorneys of ability equal to those employed by the railway companies, and besides a shipper should not be obliged to spend large sums of money in securing his rights. Consequently the present laws should be amended to give the complainant a reasonable attorney's fee.

What should shippers do? Stand up for your rights, and do not be bluffed. The railway companies have, in a large measure, nullified the shippers' rights by bluffing them. They may refuse to accept your deposits of money. Make it, anyhow, and if the agent refuses to receive it, get witnesses, so that you can prove that a legal tender was made. Write out, giving the day and hour, a concise statement of what you have done, and have your witnesses sign it, so that in the event of a suit, they can give positive and definite testimony. If you have made orders and cars are not furnished, keep your money up till they are furnished, and insist upon the payment of the demurrage and damages due you. Do not let the railroads talk you into laying down. They tried other schemes to bluff us, but without much success.

I have found considerable interest manifested in the suit we now have pending against the Santa Fe Railroad Company. We kept track of the demurrage due us on our various orders during the fall and winter of 1905 and 1906, and put in claims in the regular way for it. In addition to the demurrage, we asked for the refunding of the additional freight paid by us, by reason of the advance in freight rates during the time we were compelled to wait for cars, and some other small items of damage, and repeatedly stated that we would waive all other claims for damage if the claims filed were promptly paid. The railroad company paid us \$94 straight demurrage on two of our claims. They gave us to understand that they would pay all our other demurrage claims as claimed by us, but delayed doing so until the Supreme Court's decision on the Texas law. They then turned us down and refused to consider any claims further.

This fall matters were as bad or worse than ever, and we could get no cars. I am not a fighter and do not believe in going to law under any ordinary provocation, but a person is justified in standing up for his rights, and all of us respect the man who does. It was up to some of us to take some action for our self-preservation. We decided we would do something, and on November 23, 1906, we sued the Santa Fe Railroad Company for \$4,463.61. Of this, \$2,511 is for straight demurrage at \$1 per day. The balance is for actual damages such as we feel there can be no question of our ability to prove, such as insurance, interest, decline in the market, advance in freight rates, etc.

Feed men complain that oats are being adulterated this season to an unusual extent with corn and barley.

State prison grain bags will be sold for the coming season at 7¾ cents each, which is about a cent under the market.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

MAKING A CORRECTION.

Editor American Elevator and Grain Trade:—In your number for February 15, 1907, we notice an item pertaining to the purchase of an elevator at this place by William Schnepf. We wish to state that the item is an error. There has been a similar item in other grain papers, and I am informed that it was taken from the Merrill, Iowa, news in the LeMars Globe, but we wish you would correct the item as it is a mistake.

Thanking you for all favors, we are

Respectfully yours,

Danbury, Ia.

E. W. OATES.

NORTH DAKOTA NEWS.

Editor American Elevator and Grain Trade:—The Great Northern Railroad is beginning to move grain again and pick up some of the cars of grain that have been in winter storage. It is hard to tell how these cars will come out, but the railroad company has been very kind not to charge any storage or demurrage for their winter's use! Some of the cars have been out since Dec. 8, 1906. Nice long time getting to market!

V. M. Smith of the Minot Elevator Co. is worrying some about his 100,000 bushels of grain out in

an open bin on the Berthole branch of the Great Northern. This road is built about four miles from Coule. When it went in there last fall he built an open bin and piled up this grain, with the promise that the road would get in there about the last of December. They expect now to haul the grain over to the Soo, for the Great Northern will probably not do any business on the line before the middle of April.

A. A. Robinson Elevator Co. has four elevators and one flat house on the Great Northern main line, and contemplates building one or two more this season, on some of the new lines.

A. A. Robinson would like to correspond with someone who has a cleaner that will clean both flax and wheat—something that has a large capacity. He wants something that will clean about 1,200 bushels of wheat an hour, and that can be converted into a flax mill to clean 300 bushels an hour. It must be a good mill, and one that a man will not need having a man cleaning the sieves all the time one is cleaning flax. Yours truly,

Minot, N. D.

A. A. ROBINSON.

NEBRASKA CROP REPORT.

Editor American Elevator and Grain Trade:—The weather has been unusually mild the past week. Wheat is in excellent condition, although it has had no snow protection for the past several weeks. A cold wave would cause no serious damage even if it were unaccompanied by snow. March is the trying month for wheat in Nebraska. If during that month we have high winds without moisture, considerable damage can be looked for.

There is still about 30 per cent of the wheat back. Owing to the recent slump in prices, farm-

ers' deliveries are practically nil at present. The majority of country elevators are filled up and closed down at the present time, as it is almost impossible to get cars. Grain in elevators is mostly all sold and dealers are anxious to get their stuff off so as not to have their contracts cancelled.

Minneapolis has been a large buyer of Nebraska wheat, but their bids are out of line at present. The tendency of the Northwest in buying its supplies of hard winter wheat is toward buying direct from the country instead of buying at terminals. Minneapolis purchases of hard winter are increasing yearly, presumably to even up the increased consumption of northern spring wheat by Eastern mills.

Corn in the middle west and western Nebraska is in poor shape and is being sold to Western and Northwestern cattle and sheep feeders. In the eastern and southeastern part of state it is in fair condition and is being shipped to primary markets as fast as cars can be obtained.

ELEVATOR CHANGES IN NEBRASKA.

S. N. Larson's elevator at Kimball, Neb., is completed and is now in operation.

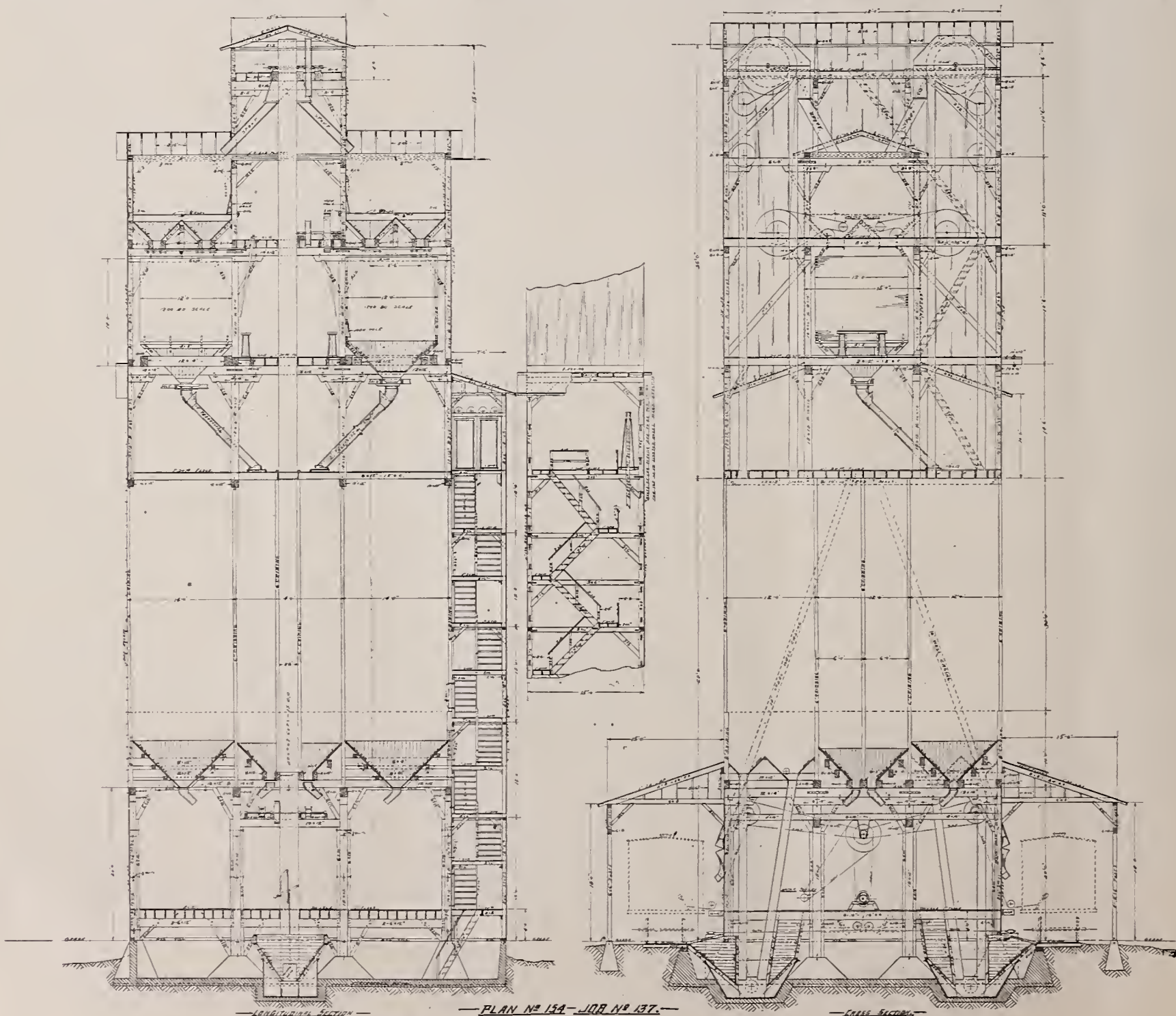
A. M. Broaking has leased the elevator at Coy, Neb., formerly operated by Gross and Gross.

H. S. Challburg is a new grain shipper at Dix, Neb.

The farmers at Upland, Neb., have organized and are contemplating purchasing the Farmers' Co-operative Elevator at this point.

The farmers at Stratton, Neb., have organized and will either purchase or rent an elevator of their own.

The farmers at Deshler, Neb., have organized a



ELEVATIONS OF THE MILLER GRAIN COMPANY'S NEW HOUSE AT MADISON, ILLINOIS.

company. H. W. Busch has been appointed manager.

A farmer elevator company has been formed at Newark, Neb., and are shipping considerable grain.

The Farmers' Elevator Company at Hastings, Neb., have completed their new elevators at Farmers, a switch north of Hastings. They now operate four elevators. Mr. S. J. Owens is manager.

Hastings, Neb., Feb. 19. W. E. HOTCHKISS.

ERROR AS TO OATS.

Editor American Elevator and Grain Trade:—Please find inclosed copy of an estimate made by a certain Chicago firm that might be justly criticised, particularly the statement: "And we estimate about twenty per cent of the oats crop is fed on farms and used for seed."

Result of inquiries regarding oats crop of 1906 based on replies from dealers in the following states:

	Bu. Harvested Compared With 1905.	Percentage of Crop by Farmers up to January 1.	Percentage of Crop in Country Elevators on January 1.
Illinois	78%	61%	5½%
Iowa	97%	62%	6%
Minnesota	79%	66%	4%
South Dakota	84%	72%	4½%
Wisconsin	97%	65%	3%

In these states farmers have marketed about two-thirds of the crop and we estimate that about twenty per cent of the crop is fed on farms and used for seed, leaving about fifteen per cent of this 1906 crop to come from farms between January 1 and July 15. The shortage of this crop of 1906 compared with 1905 and the inferior quality of the 1906 oats is verified by our reports.

The author of this statement evidently knows very little about farming. Now, the facts are that nearly three bushels per acre are used for seed. The ten year average yield of oats in Iowa is 31 bushels; thus you will see that it takes nearly 10 per cent for seed; and, in fact, the statement that only 20 per cent of the crop is used for feed and seed is simply ridiculous, as a thorough investigation would show that this percentage is about 60 per cent.

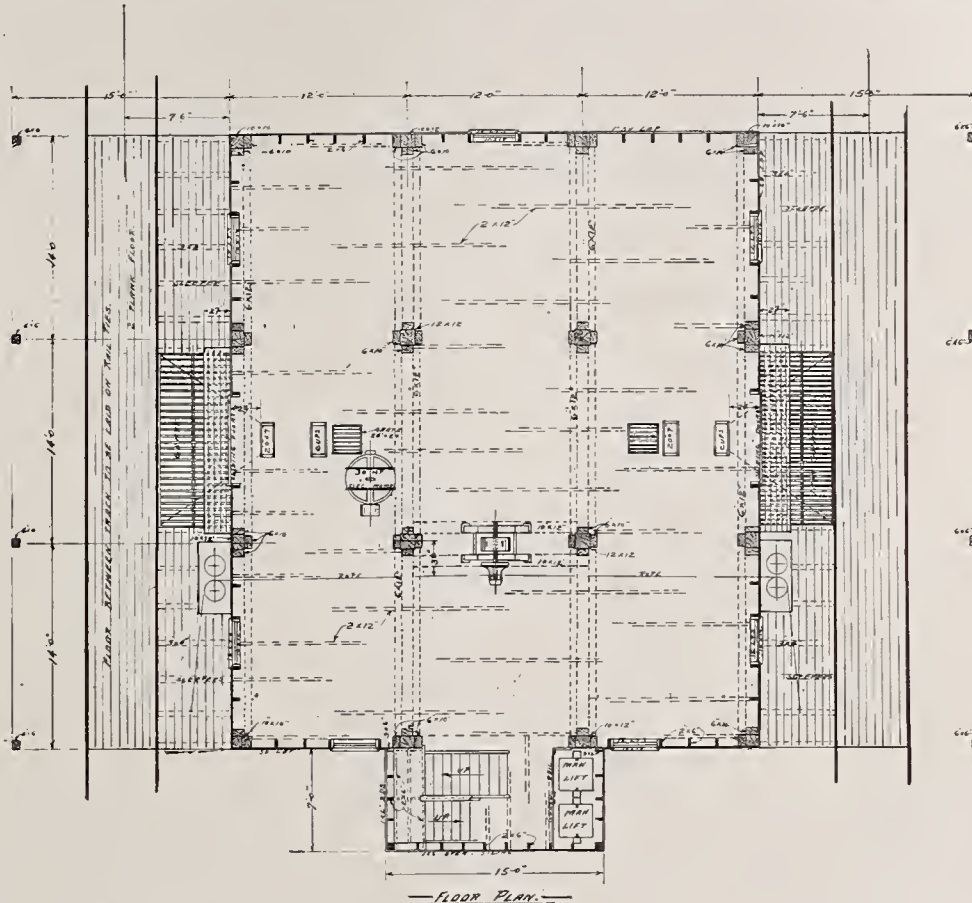
Such statements by terminal dealers are certainly misleading, whether done through ignorance or otherwise. Yours truly,

Des Moines, Iowa.

READER.

HOUSE FOR THE MILLER GRAIN COMPANY.

The accompanying cuts are reproductions of part of the plans for an elevator now under construction for the Miller Grain Company of St. Louis. The house is located at Madison, Ill., adjacent to the Clover Leaf R. R. Co. tracks.



MILLER GRAIN COMPANY'S NEW ELEVATOR AT MADISON, ILL.

The elevator is 36x42 feet on the ground by 60 feet to the top of the bins, which are surmounted by a cupola 56 feet high. On each side of elevator is a train shed 15 feet wide.

The house is equipped with two stands of elevators with 20x7x7 cups; one internal-gear car puller; two 1,200-bushel Fairbanks Scales; two 1,000-bushel garnerers; two Burrell Man Lifts; two

Engineering and Construction Company of Chicago on December 28 last.

CAUSE OF ELEVATOR FIRES.

Secretary Reynolds, of the Millers' National Insurance Company, in compiling statistics of ten years of the company's experience, has the follow-

ing to say of elevator fires coming under its immediate observation:

"Forty-six per cent of all the losses are total, over 60 per cent of them occur in the night, and 40 per cent are from 'cause unknown.'

"Of the total losses, 75 per cent are night fires and 55 per cent of these are 'unknown.'

"Five per cent of all the losses are charged to incendiaries, and of the 'total losses' nearly one in ten is charged to this cause.

"Of the 'partial losses,' 50 per cent occur at night and 25 per cent are from 'unknown cause.'

"On the same basis used for flour mills, 15 per cent of the known causes of fire are due to causes incident to the business, and if we include the unknown cause fires the per cent is 55. If we charge but one-half the unknown cause, the per cent is 35.

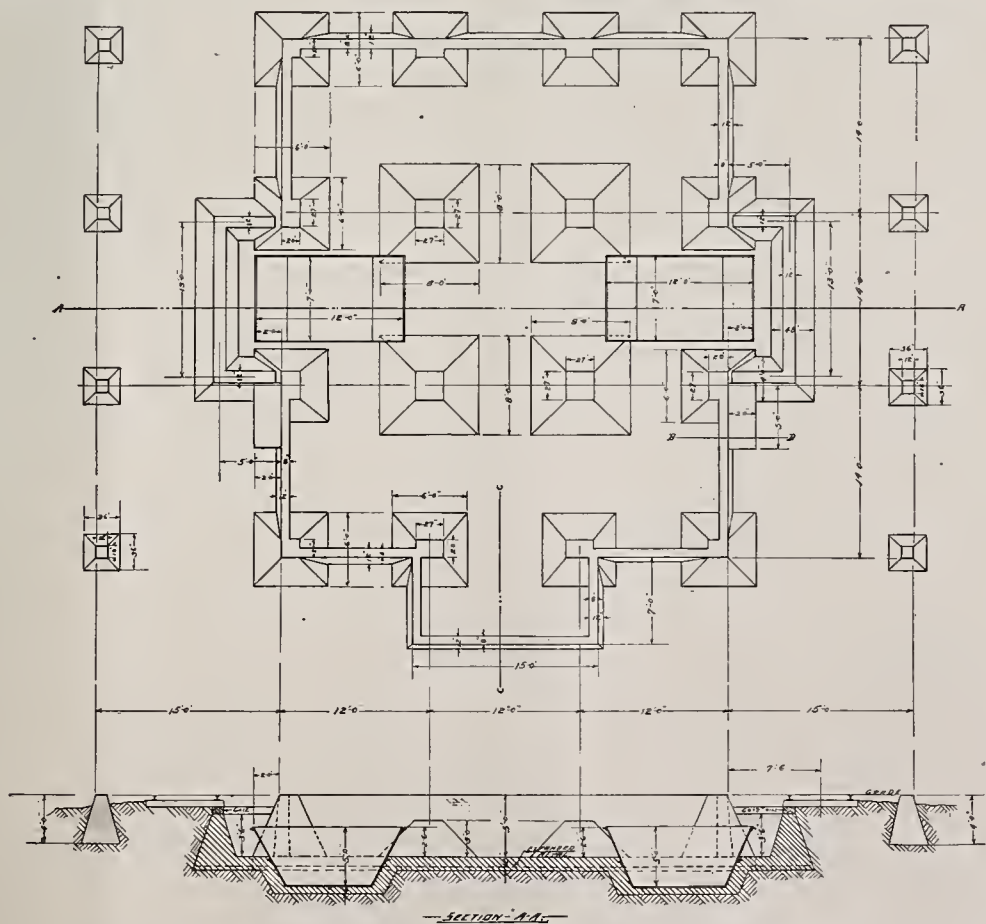
"Lightning seems to have a particular affinity for the elevator, as one loss in five is due to that cause, but fortunately but 15 per cent of them prove to be total losses.

"Next in importance is 'exposure fires' and 'sparks from locomotives,' the two being 15 per cent of the whole."

GRAIN GROWERS TURNED DOWN.

The Canadian Grain Growers' Association has met with a rebuff at the hands of the Manitoba legislature in their fight upon the Winnipeg Grain Exchange. The legislative committee to whom was referred the complaints of the grain growers and their demand that membership in the Exchange be open to anyone who would pay the dues reported that it did not appear that anyone had been refused membership on the Exchange, but thought that in the near future the limit of 300 members should be enlarged and that the causes of other complaints had been removed by the Exchange itself.

The elevator and flour mill at Bloomer, Wis., burned down on February 15 at a loss of \$60,000. The elevator contained 70,000 bushels of grain. While the fire was being fought the water supply from the engine room was shut off.



MILLER GRAIN COMPANY'S NEW ELEVATOR AT MADISON, ILL.

R. H. Duff, assessor of Whitman County, Wash., has required all individuals and corporations engaged in the grain business to list all grain in the warehouses owned or operated by them. Those affected are considerably agitated over the affair.

pairs of automatic power shovels, and one Richardson Automatic Scale.

The power will be supplied by three 30-horsepower electric motors.

The elevator is to be completed by May 1 next, the contract having been placed with the Burrell

IN THE LEGISLATURES.

ARKANSAS.—A bill for a reciprocal demurrage law is before the Arkansas Legislature. On February 18 the Little Rock Board of Trade adopted resolutions asking that the demurrage charge named in the bill be made \$1 instead of \$5, as provided by an amendment. Attorneys for the railroads taking part in the discussion supported the charge of \$5. The following resolution also was adopted:

"Resolved, That the Legislature be requested to insert in any demurrage bill that may be passed a provision requiring the railroad companies to issue credit slips, or credit certificates, to shippers and receivers in cases where cars are unloaded before the expiration of the free time, said credits to be applied on cases where demurrage is applied for delays in unloading."

CALIFORNIA.—A bill has been introduced in both houses of the California Legislature requiring the prison directors to fix on January 15, annually, the price of the grain bags at a sum not exceeding 1 cent in excess of the net cost of production, not including prison labor, and give notice thereof by advertisement. Up to May 15 no others may buy bags than actual consumers, who shall in no case be sold to exceed 3,000 bags per consumer. After May 15 bags may be sold to consumers in such quantities and under such rules and upon such conditions as they may deem best for the interest of the state, up to the 15th day of October of each year. It shall be an express condition of each and every sale made by the State Board of Prison Directors, to which the purchasers shall agree in writing, that they will under no circumstance sell, or offer for sale, any such goods or bags at a greater price than that fixed as in this act provided.

COLORADO.—A bill for reciprocal demurrage is before the Colorado Legislature, but the governor wishes it modified. To this modification the Grain Dealers' Association is opposed, and on February 21 at Denver adopted a resolution, which included the following: "While we admit that the carriers of freight have rights that must be respected, we most emphatically declare that the present rules regarding the assessment of demurrage or car service are manifestly unfair and wholly in favor of the railway companies, who assess charges against us in an arbitrary manner, and we are powerless to prevent same except by the proposed law now under discussion."

ILLINOIS.—A civil service bill was introduced in the Senate on March 7 by Mr. McKenzie, chairman of the Civil Service Commission, by request of the State Merit Board. It extends the merit-rule regulations to all state institutions. Under the present law the only employes under civil service are those employed in the charitable institutions. The new measure seeks to extend the operation of the law to all places of employment in the offices and departments of the Governor, the Secretary of State, the Auditor of Public Accounts, the Insurance Superintendent, the Superintendent of Public Instruction, the Attorney-General, Clerk of the Supreme Court, the Railroad and Warehouse Commission, State Factory Inspector, the State Board of Health, the State Food Commissioner, Board of Public Charities, Board of Prison Industries, State Highway Commissioners, the Commissioners of Labor Statistics, the State Board of Pharmacy, the Adjutant-General and the penal and reformatory institutions. The only officers exempted are those to be elected, trustees of institutions and appointive commissioners, superintendents of institutions and one clerk and one stenographer employed in each of them.

IOWA.—A Council Bluffs senator has introduced into the Iowa legislature a bill to create an Iowa law regulating the weighing and inspection of grain to be controlled by the Railway Commission. The measure provides that the railway commissioners shall establish a grade for all kinds of grain bought,

sold or handled in the state of Iowa, which shall be known as Iowa grades. The inspectors shall inspect and grade grain that is received or shipped from any terminal elevator in car lots and give a certificate of inspection to the persons entitled thereto. The commissioners will provide a regular schedule of charges for the inspection and weighing.

A bill has been introduced in the House and Senate, the object of which to make a warehouse receipt negotiable paper. The bill is supported by Chief Justice McClain, of the Iowa Supreme Court, and H. O. Weaver, members of the commission on uniform state laws. The bill is also indorsed by the American Bar Association, the American Bankers' Association and the American Warehouse Association. It has been presented to every legislature that meets this year and those that meet next year will find the bill waiting for them. It is the intention of these interests asking for the bill to secure its enactment in every state in the Union if possible.

The Stillman bill, which prohibits combinations from fixing the price of grain, passed the Iowa House on February 19, with but one negative vote. An amendment to the original bill provides that one-fourth of the fines assessed shall go to the county attorney who secures a conviction, and it further provides that it shall be one of the duties and obligations of every grand jury at every session to inquire and investigate whether there be any violations of the law.

KANSAS.—The Getty grain inspection bill was passed by the Kansas House on February 26, by a vote of 79 to 18, and will become a law at once. The bill is that endorsed by Chief Grain Inspector Radford, and does not contain the "weighing optional" clause urged by the Kansas City Board of Trade. It provides that all grain consigned to the Kansas City market by Kansas shippers must be weighed by the Kansas department. The charges have been reduced from the fees fixed under the old law, but the principal provisions of the law remain as strong as they were under the law which has been declared unconstitutional by the Federal Court. This law evades the unconstitutional feature of the old law by changing the classification of public elevators.

The Kansas Senate on February 25 passed a maximum rate bill reducing the rates 15 per cent. There were only two dissenting votes.

The pure seed wheat act has become a law in Kansas. It provides that the agents of the Agricultural College shall investigate the quality of seed wheat, European or other, and, when a satisfactory quality is found, notify the county commissioner where it may be bought and the cost. The commissioners shall then advertise the fact in their several counties. Applicants for the seed shall deposit the cash for the amount of seed wanted, certifying at the same time that he or she is and for a year has been a bona-fide resident of the county and is prepared to plant the seed and harvest the crop. The commissioners will then make requisitions on the agents for the amounts of seed applied for, and thereupon the seed will be forwarded to the county commissioners for distribution to the said applicants.

MICHIGAN.—A bill to provide for reciprocal demurrage in Michigan has been introduced in the Senate by Senator Tuttle.

MINNESOTA.—The Tighe bill, before the Minnesota Legislature, would impose a special tax of 1 cent per \$100 on all produce or merchandise handled at all grain exchanges in that state, which would be subjected to the most wearisome details in connection with every cash and future trade, and will act, in the event of its becoming a law, as a nuisance of the most perplexing nature.

MISSOURI.—The Missouri Senate unanimously passed the Ely bill, to make the conduct of a bucket-shop a felony, punishable by imprison-

ment for not less than six months nor more than five years. The proposed law also holds liable managers or employes of telegraph companies who may furnish information to bucket-shops.

The Missouri House on February 18 ordered the Simmons bill (substitute for the Avery bill) engrossed, by a vote of 61 to 30. The bill provides that the weighing and inspection of grain, now being conducted by the Boards of Trade in St. Louis, Kansas City and St. Joseph, be transferred to the state department. It makes the law apply to all elevators, both public and private. The bill will, of course, provide for the appointment by the Railroad and Warehouse Commission of a large force of weighers, whose pay is left to the discretion of the Commission.

NEBRASKA.—Senator McKesson has made the startling discovery that the Nebraska "grain trust," recently "busted" by Senator-elect Brown, "Buster Brown," as it were, is still alive. On private investigation he discovered, so the newspapers of Nebraska report, a difference of 4 cents in the price of corn between the markets at Emerald and Firth, the latter paying the higher price. He has found that a difference of 11 cents exists at times in the price of wheat in the various parts of the state. He therefore introduced a bill providing that "any person, company, corporation or association engaged in the buying and selling of grain for profit in the state of Nebraska shall report daily by postal card the prices paid per bushel or per hundredweight for any grains purchased by them, to the Commissioner of Commerce, Statistics and Labor of the state of Nebraska. It shall be the duty of the Commissioner of Commerce, Statistics and Labor to cause to be published such prices paid at places of purchase of grain at such intervals as he may deem necessary and in a manner most convenient for the proper publicity of such prices. Any person, company, corporation or association violating any of the provisions of Section 1 of this act, or wrongfully reporting the prices of such grains, shall be deemed guilty of a misdemeanor and be fined in any sum not less than \$10 or more than \$25, for each such offense, and it shall be the duty of the county attorney upon knowledge of any violation of this act to prosecute all parties violating the same."

Senator Sibley has introduced a bill providing for maximum rates on Nebraska railways for shipments of wheat, corn or other grain and grain products. The bill provides a tariff for such shipments up to 500 miles and is in line with a number of measures fixing maximum rates on standard commodities already introduced and to be introduced. The bill aims to provide for enforcement by the Governor or Attorney-General if by any hook or crook the Railway Commission is put out of business. In its preparation the present maximum rate law is used as a basis and the maximum provided on the products named practically are 15 per cent reductions of the old tariffs.

NORTH DAKOTA.—Senator Hanna has introduced a bill to name a commission whose duty it shall be to visit the cities of Duluth, Minneapolis and Superior and carefully investigate the feasibility and practicability of the state of North Dakota buying or leasing or building an elevator to be used as a terminal elevator for the use and benefit of the people of the state of North Dakota and to make a report as to their findings. The board will also be required to make full inquiry into the present grain inspection, the methods of handling grain and the expense of cleaning grain and the disposition of the screenings and their approximate value. They are required to report the probable cost of buying, leasing or building of a terminal elevator and expense of running same. Two thousand dollars is appropriated for the expenses and per diem of said board. This bill removes the expense of this inquiry from the farmers' elevator companies and throws it on the state.

The Legislature of North Dakota has asked the Assembly of Minnesota to amend its grain grading and inspection laws and to withdraw all opposition from the establishment of what is termed "an equitable grain grading and inspection law" at Superior, Wis. The resolution states that the Wisconsin grading law fixes Superior as the legally established market for the grains of North Dakota and that the present strife is detrimental to the interests of the North Dakota farmers, and requests the Wisconsin Legislature also to amend the Wisconsin law to harmonize with the proposed amendments of the Minnesota law. The resolution complained of the Minnesota dockage, the cleaning and mixing allowed, and losses by defective cars; it asked also that Minnesota prohibit the blowing of grain before weighing.

The resolution stirred up Henry Feig, inspector of country elevators, who characterized it as an "unwarranted assault on the grain interests and the inspection department of Minnesota. These resolutions," Mr. Feig stated, "virtually imply that our terminal grain men are a lot of commercial pirates, and that the grain inspection and weighing departments are their willing tools. They are an implied insult to the Legislature, inasmuch as they imply dereliction in protecting the producers." Mr. Feig urged that the Legislature take due action on the resolutions with a view of putting to rest the uncalled-for and unwarranted aspersions cast on our grain trade.

A member of the inspection department said: "Minnesota grain men and the Minnesota inspection department are getting just a little tired of being misrepresented and calumniated. They say they have built up a reputation and they don't propose to have it undermined by the assaults of parties who either don't understand the situation at all or who are actuated by motives of revenge. The worm has turned and Minnesota will now have her inning. The North Dakota resolutions demand cessation of opposition to an equitable inspection law at Superior; the limiting of grain hospitals to private grain; the abolition of the suction draft and the establishment of a 'car inspection' system. Minnesota laws now cover every one of the demands except the suction draft."

And the use of the "suction draft" was specially indorsed by the Minnesota grain and warehouse committee on March 1 in a report to the House. Harrison White of Luverne, chairman of this committee, presented the report, which states that the use of blowers is a measure for safety and sanitation. The committee had watched the blowers work, and the dust and trash taken out of the wheat, the report said, "ran from two to six pounds a car. No wheat was taken out at all. The dust is a dangerous explosive, and if carried into the elevators it makes the air suffocating for employees. In no way does the suction draft injure the producer or the grain." This was the only specific complaint in the resolution which the committee thought needed any investigation. A sub-committee was named later to frame a reply to be adopted by the Minnesota Legislature. The reply was a defense of the Minnesota inspection and a flaying review of the Superior malcontents.

The North Dakota Legislature adopted a resolution favoring national inspection of grain.

North Dakota's Legislature has passed a bill reducing taxes on wheat in country elevators. Heretofore this tax has varied from $\frac{1}{2}$ cent to 2 cents per bushel, according to location. The bill fixes a specific tax on grain in store of $\frac{1}{8}$ cent on coarse grains, $\frac{3}{8}$ cent on wheat and $\frac{1}{2}$ cent on flax. This means that country warehousemen can carry grain in store and avoid the pressure incident to heavy shipments. The tax, too, on grain in North Dakota is much cheaper than at Minneapolis.

PENNSYLVANIA.—A sweeping bill, directed against bucket-shops, has been introduced in the Pennsylvania House by Representative Westa of

Pittsburg. It is intended to put a stop to the business in the state whether conducted by persons, corporations, associations or copartnerships, who or which shall ostensibly carry on the business or occupation of commission merchants or brokers in grain, provisions, petroleum, stocks and bonds. It is made unlawful for any proprietor or keeper to offer to make any such contracts, agreements or trades or transactions usual to the bucket-shops, whether such offer is accepted or not. The man who keeps the shops and the man who patronizes are both characterized as gamblers, and a penalty is provided for the punishment of both. If convicted, the proprietor or agent shall be subjected to a fine of not less than \$25 nor more than \$100, and imprisonment in the county jail not exceeding six months. For the second offense an additional penalty of not less than 60 days nor more than six months in jail is provided. If a corporation, the charter may be forfeited. It shall not be necessary to convict any person or corporation of keeping a bucket-shop, under the provision of the act, to show that an actual contract has been entered into. The act also makes telegraph, telephone, wireless telegraph, express and mail companies who furnish or allow to be furnished quotations to a bucket-shop an accessory, and subject to a fine as provided for the proprietor of the bucket-shop, and the forfeiture of their charter. The owner of the place where the business is carried on is subject to a fine of from \$1,000 to \$10,000.

TENNESSEE.—The Tennessee House on February 13 passed the Didon-Holladay anti-futures bill, by a vote of 85 to 3. The bill prohibits the operation of any place or places in the state where orders are taken for cotton, stocks, bonds, grain or any other commodity on margins, and makes it a misdemeanor for any person to handle orders for any other person from any point in this state for execution on the New York or New Orleans Cotton Exchanges, Chicago Board of Trade, or other places where trading in futures is conducted. It does not, however, prevent any person sending orders for his own account. The Senate judiciary committee tied on the vote on the bill, which sent it to the Senate without recommendation. The bill will not come up until second session, which has not yet begun.

TEXAS.—The Texas Legislature will be asked to appropriate \$20,000 to be used in investigating the ravages of the "green bugs." The secretary of the Texas Grain Dealers' Association, in a letter to the members of the Association, says: "Information received is to the effect that this year's grain crops in Texas have been damaged to the extent of fully 50 per cent by the green bugs. The present condition demands that some remedy be established; and, to solve the problem, determining the means of the remedy, will require a considerable sum of money. The agricultural interests of the state are directly affected, as the grain growers of other states can ship grain into Texas in the event of the destruction of the Texas crop. The loss falls heavily upon the farmer who has to buy grain for his necessities, as well as cutting off his profits in raising grain."

WISCONSIN.—The Wisconsin Assembly on February 20 adopted a resolution asking Congress to fix a standard for the uniform grading and inspection of grain.

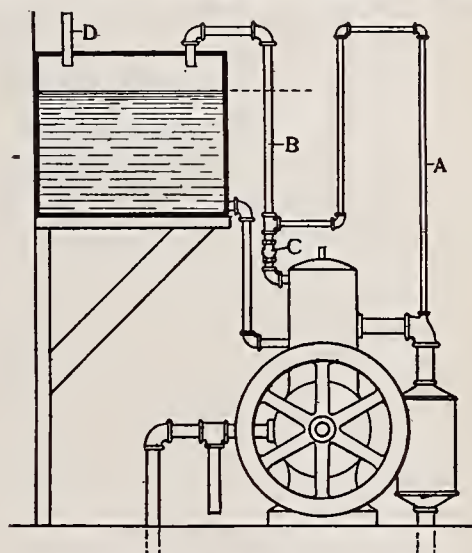
Senator Hudnall has introduced a bill to prohibit corporations organized under the laws of Wisconsin, or foreign corporations admitted to do business pursuant to the laws of said state, from doing business upon the Duluth Board of Trade. The preamble to the bill is as follows: "Whereas, the Duluth Board of Trade has adopted regulations forbidding any of its members buying, selling or dealing in grain or other commodities dealt in upon said Board at any place within one hundred miles of the city of Duluth, excepting upon the exchange floor of said Board and within its business hours from 9:30 a. m. to 1:15 p. m.

on each day, and has refused to receive new members except upon condition that they will abide by and be governed by said regulations, and has endeavored thereby and by other means to monopolize the grain trade at the head of Lake Superior," etc.

Senator Hudnall has introduced a bill to prohibit any railway or railroad corporation from allowing or permitting the sampling or inspection of grain in transit to the city of Superior before arrival at its destination, under penalty of forfeiture of the franchises and privileges of any railway or railroad corporation offending against the provisions of the act.

CIRCULATING DEVICE FOR GAS ENGINE.

A contributor to Popular Mechanics states that very often a gas engine having no pump will become overheated after running for a few minutes, especially if the tank is not large or is made of



wood. The reason is, that as soon as the water gets warm it does not circulate as fast or cool the engine so well as when it is cold.

The simple device here illustrated, which consists of ordinary pipe and fittings, will effectually cool the engine without the use of a pump and without reducing its power.

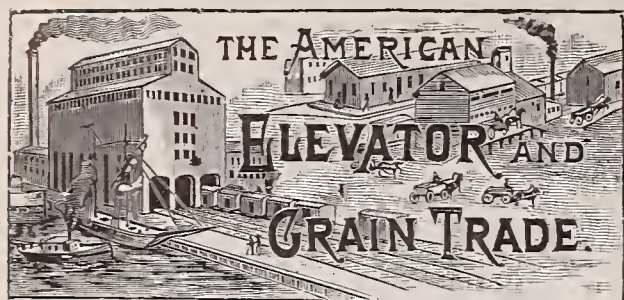
A small pipe, A, connects the exhaust pipe with the water outlet, B, at a point above the check valve, C. At each explosion of the engine there will be a discharge into the water pipe, thereby forcing the water into the tank, where the consumed gas separates and escapes through the pipe D.

RILEY WANTS GOOD SEND-OFF.

James P. Riley, an employe of the Great Northern Elevator Co. of Superior, Wis., although hale and hearty, has assured himself of a proper burial whenever his time arrives. His funeral cortege will be drawn by a four-in-hand, and there will be plenty of carriages for those of his friends who may care to follow his remains to their last resting place. This, it may be said, will not be in the "Potter's Field;" for it was to avoid this one suggestion that Mr. Riley signed an agreement with Undertaker Ludley to arrange for his funeral at an expense of \$500. The suggestion came to him when he saw Mr. Ludley preparing the body of a friendless man for the "Potter's Field," and as Riley is alone in the world he decided to sign over a certain portion of his life insurance to be sure of a proper "send-off."

The adoption of the Uniform Grades Congress Grading Rules by New Orleans gives those rules four Atlantic and Gulf ports, to wit, Norfolk, Philadelphia, Galveston and New Orleans.

In reply to a petition by grain men and vessel owners, presented by a deputation of representatives of Montreal, Toronto, Kingston and Winnipeg, Sir Wilfrid Laurier announced at Ottawa that as soon as the Canadian government could provide the funds therefor, the Welland Canal would be deepened to 20 feet.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MARCH 15, 1907.

Official Paper of the Illinois Grain Dealers' Association.

GETTING EVEN.

The railway magnates are getting "tired of meddling legislation" and have already begun their acts of reprisal. The U. P., for instance, has announced the discontinuance of its "Overland Limited," and the Pennsylvania and New York Central threaten to cut off their limiteds and put all New York-Chicago trains on a 28-hour schedule if Illinois follows Ohio and Indiana with a 2-cents-a-mile rate. Well, Illinois is certainly going to do it, if the Governor does not come to the rescue.

But these threats won't disturb so very many people, after all. There are some who prefer paying the excess fare for seats in a palatial 18-hour or 20-hour train in preference to riding with the hoi polloi; and there are still others who never have ridden on such a train who hope to do so, and so would mourn for a loss they never could feel; but the "man in the street," who has to take what is left, will not lament if the limiteds do go.

Especially will not the grain shipper shed any tears thereat when he recalls the fact that were it not for the concentration of the resources of the roads upon wholly unnecessary speed and princely luxury for the millionaires he would probably have more freight cars at his disposal for carrying grain and hay and a better schedule of running time for freight trains, which would not have to be sidetracked so often for these rolling palaces to pass them.

The truth is, railway management has for years been based wholly upon the wants and dictation of the few. As the New York Independent recently said: "In both the freight and the passenger service the people in general have been 'done,' cleverly and comprehensively, in the interests of a small and powerful privileged class." But the people have begun to balk. If

the luxurious "limited" must be sacrificed in order that grain and hay may be moved, why, then, it looks now as if the limiteds would have to go, just as some of the other ancient special privileges have been sent by legislation to the scrap heap.

MORE FOREIGN COMPLAINTS.

The importance to the export trade of the complaints from Great Britain and the Continent of the export inspection of grain sold on "certificate final" terms is not to be minimized by the declaration of New Yorkers that the foreign demands are "absurd" or of the Montreal shippers that they are "amusing." There are two reasons why the foreigners' "demands" are entitled to more respectful consideration than they might have received a few years ago.

In the first place, as buyers, they now have a choice of markets and are no longer compelled to buy in America. Nor is buying in America so imperative, commercially speaking, as formerly, since our Dingley tariff operates to discourage imports from buying nations which are finding a market in other countries which are able to sell grain as the return cargo foreign ships used to get only in this country.

In the second place, English and Continental consumers, after many years of neglect of their rights by their corn exchanges, have at last succeeded in bringing these bodies to their assistance, with the result that the dirt clause of India and Black Sea contracts has been revised to the extent that adulteration with dirt has practically ceased. Australian shipments are supervised by that government in the interest of quality, while the inspection of Argentine grain is in the hands of the buyers' own private inspectors. Foreign buyers are now enjoying kindly consideration from competitors and are coming to dictate terms themselves.

It is all very well, then, for the New Yorker to beg the question and say that "our friends on the other side want the very best corn for the price of the lowest grade." Of course they do. And that is what our exporters sell them—on paper; it is what the certificates call for; but foreigners find when the grain arrives on "the other side" that they are getting something different. Suppose the case were reversed, would the New Yorkers stand for the swindle? For it is a swindle—using plain English—to sell corn on a No. 2 certificate and deliver something that won't stand the voyage or is sophisticated in one way or another.

NOTIFY THE WEIGHMASTER.

Realizing their liability for loss in transit, it has become the habit of the carriers to cooper leaky cars to stop or conceal losses discovered by the trainmen. Of course, in such cases, while it is the practice of all good weighing departments to note the condition of cars and of seals at the time of unloading, nevertheless all of them will discover that special repairs have been made to cars in transit—a successful means of covering up loss of grain, since as a result both cars and seals arrive apparently intact as shipped.

Now there is only one way by which the weighman can know whether, in a multitude of cars apparently in good order, there are any

that have been so coopered to conceal a loss, and that is by having advance information of the condition of cars at the time of shipment.

Mr. Foss of the Chicago Board of Trade department suggests, therefore, that all shippers to the Chicago market send to him at the time the car leaves the station notification of the consignment, consignee, date, initial and number of car and the loading weight. If then a shortage is found the car could receive the immediate attention of the weighman, with a view to locating responsibility for the loss.

STATE WEIGHING.

The chairman of the Missouri Railroad and Warehouse Commission says that body "endorses the state grain weighing bill for the reason that such a law is absolutely necessary for the protection of shippers in the great markets of the state."

It is quite true the bill before the Missouri legislature for such a law has passed—it is one of the beliefs of the American people at this time that it is only necessary to pass bills to make men honest. But it is remembered that when dishonest service at the grain scales of St. Louis caused so great an outcry by grain shippers to that market that the Merchants' Exchange was compelled, as the price of remaining in the grain business at St. Louis, to create its present weighing bureau, it was for the purpose of keeping a check on the "official" weighers then and now directly in charge of many of the scales. What the commission now desires to do in Missouri is to drive the Merchants' Exchange's men out of all the places they now occupy as guardians of the interests of shippers. If official (that is, state or city) weighers, when employed under the former law, were neither able nor disposed to give shippers honest and efficient service, will they be different under another law enlarging the scope of their activities? Can the leopard's spots be made to change themselves into a lily-whiteness by a simple "Be-it-enacted?" It is doubtful.

ANTI-TRUST BILLS.

The statement sent from Des Moines to all parts of Iowa that the Grain Dealers' Association is endeavoring to kill the Stillman bill prohibiting "such combinations" is probably true—not that the regular dealers fear the bill because their association is in any wise a "trust" in the sense in which that abused word is understood nowadays, but because they have reason to fear such a law would operate, as it operates in Nebraska and is expected to operate in Kansas, to prohibit all lawful associations of business men for legitimate purposes. In Kansas, overlooking the travesty on justice of a law that made possible the imprisonment of Secretary Smiley as a "trust organizer," there is today an action in progress brought by the Attorney-General to declare the millers' clubs in that state "unlawful combinations." They are, in fact, not different from state bar associations and have, indeed, substantially the same ends in view.

Now the common law is ample to punish any "trust" and to destroy it, but it is not able to destroy lawful associations of business men. Hence these bills for idiotic and tyrannous laws,

projected by men like this Stillman, which are an unwarranted invasion of private rights, and whose only virtue would be their power, if executed fairly and honestly, to destroy the state associations of co-operative elevator companies as they would the equally legitimate associations of regular dealers. The Iowa association has been so useful to the farmers of Iowa, as well as to the trade, that it would be a pity to have it injured by this senseless and unjustifiable legislation.

ILLINOIS DEMURRAGE LAW.

The officials of the Illinois Grain Dealers' Association have forwarded to grain dealers in this state copies of a petition to be addressed to the state senator and representatives of each senatorial district, asking for the passage of the List Reciprocal Demurrage Bill. While it may seem to many that there will be no difficulty in passing that law in some form, nevertheless grain men who receive copies of the petition should lose no time in having the paper signed and promptly forwarded.

Neither shippers nor farmers can afford to take chances in this matter. The car situation will be relieved only by a business collapse or by legislation of some sort. The latter is the more likely alternative and more to be desired. Reciprocal demurrage seems to be the panacea relied on by the vast majority of shippers. Certainly it will have its influence. At any rate, so long as business continues at a normal level, and the present level is normal for all computations for car service, cars will be inadequate in numbers unless pressure is brought to bear upon the roads in some form. Left to their own devices and their own right of judgment upon their own immediate and prospective necessities, they have failed to comprehend the scope of their own opportunities and duties as public carriers. So failing, they must accept the alternative of having their eyes opened by the public and kept open by statute.

THE CORN CARNIVAL.

The people of Chicago, that is to say, her merchants and business men generally, are getting ready to invite the Western world to Chicago in October next to take part in a "corn carnival." No elaborate explanation of the plan can be given now, because it is not ready, but the general scope of the event will be obvious. It is suggested, therefore, that, as all the West will want to be in Chicago then, it would be a good time to hold then and here the annual meeting of the National Association.

This is a non sequitur. A big crowd in town does not necessarily mean a big crowd at the convention. Zahm's Red Letter, however, offers some considerations why June should be abandoned as the convention month, to wit, that June has too many other conventions—state meetings; and because "the good of uniform grading" will be established by next October (the Letter assumes its adoption by all the exchanges before next August 1). At any rate there will be enough of new crop grain ready to show on the sample table; to make the convention worth while on that account—in October.

Naturally, as Chicago men, we prefer Chi-

cago as the place for holding the convention: but the directors of the National should take into consideration in naming the meeting place the influence of place on the Association, whose interests may or may not be promoted by a sending the convention elsewhere.

CO-OPERATION IN IOWA.

Apropos the remarks in the February number on "Humbug in Iowa," the address of Mr. Charles Rippe of that state, printed in part in another place, will be instructive to those interested in co-operation. Co-operation as preached in Iowa is ostensibly founded on pure altruism. The spellbinders are wholly disinterested—on the stump; they simply overflow with the milk of human kindness and are suffused with tears of anguish as the thought recurs of wrongs heaped upon the poor farmer. Pecksniff himself never suffered more keenly. But Mr. Rippe has withdrawn the mask. Co-operation, as it is in Iowa, is a pure business matter—a well-conceived and thus far admirably executed plan for interesting Iowa farmers in the project of building elevators and operating them at their own expense for the benefit of two or three receiving companies in Chicago, who divide the kitty. It beats the line elevator plan hands down, because in "co-operation" the farmers assume the liabilities of every description and the Chicago end gets the cream so long as there is cream.

ANOTHER FREAK.

Among the curious laws asked for this winter is one demanded by the Minnesota Farmers' Exchange, that the legislature "establish grain and produce markets at the two chief terminal points of the state—Minneapolis and Duluth—to be open and at the disposal of any person who may have grain or produce of any kind to sell."

Without stopping to consider the strange confusion of thought indicated, it is a curious commentary on the intelligence of the average farmer that any should think with a delegate to the Farmers' Exchange meeting, who probably really believes it, that the "grain markets are closed to all competition and that the farmer who has a carload of grain to sell must first employ a commission merchant, who holds a seat on one of the boards, before he can sell his grain." This man criticized also "such a system and didn't see the necessity of the farmers of the Northwest submitting to the payment of 1 cent a bushel commission for the privilege of selling their grain."

Must men be reminded that the markets of the world are open to all men and that if the Northwestern farmer does not choose to enjoy the privilege of having someone else find him a customer for his grain at a charge of 1 cent a bushel, and get his money without turning his hand, he has the privilege of hunting one for himself and may pocket that 1 cent a bushel in payment to himself for his own services? Let him try it. There are mills galore he can sell to without cost. Let him do so. Let him handle his own grain from his station to the mill and see where he comes out compared with 1 cent a bushel as the total expense of sale. It would seem that even a "Reuben" ought to

know that he must either do that or hire someone to do it for him, and in the latter case that he must pay.

No legislation "establishing markets" will ever relieve him of that charge. It costs money to maintain all the conveniences for the quick handling of grain found on a public exchange and to make possible the small commission charged by responsible men who find customers for farmers all over the world. But really this is so fundamental that it seems absurd to be called on to defend the exchanges.

BUCKET-SHOPPING ATTACKED.

Quite a number of the state legislatures have acted, or will act, this year upon the matter of prohibiting bucket-shopping. Some of this legislation may prove as dangerous to the legitimate commission houses handling speculative business as to the shops. The ability of the morally inclined legislator to discriminate between the two is not to be relied upon, as some of the commission houses in Chicago have discovered has been the case in Illinois and Iowa. In Illinois all agencies of legitimate houses located outside of Chicago have been declared bucket-shops by the courts under present laws, while those of Iowa have recently ruled to similar import in a case reported on page 464. The really important fact is the widespread demand for the suppression of the bucket-shop, and this fact should impress itself on Congress, which alone can wholly suppress the nuisance—not so much because state laws are not broad enough to do the work but because, owing to the laxity of their enforcement, they are not so deeply respected by the people and by would-be lawbreakers as are those of the United States.

KEEPING A RECORD.

Mr. C. A. Smith of Wellsville contributed to the papers of the late Kansas state meeting a paper of exceptional interest and value on the railway situation, showing, as it does, the way the inefficient service of the carriers is able to damage (and, in the case of weak firms, might even destroy) the business of individuals. The fact that a single firm, in about one year's time, had claims for \$2,511 for straight demurrage, on a single road, at \$1 per day, is evidence of a collapse of the service that hardly seems credible to one not actually in touch with railway inefficiency.

But one thought comes prominently forward when the question is asked, "What should shippers do?" Protect themselves, of course; but in order to protect themselves, let it be said again, dealers must be more thorough in the matter of making their office records than the average man is. Guesswork will not go as evidence, nor will a mere statement of inconvenience, however great, meet with a reception in a court of record that means a favorable judgment for damages. Damages can be recovered for all loss and damage at the hands of the railways for delays in transit and for neglect to give the car service the shipper needs for the conduct of his business. But the damages must be proved; and no grain or hay shipper can do this beyond question who does not keep an ample record of every transaction.

Editorial Mention.

Help your former friends to get good seed oats and corn—it will pay.

The regular monthly stunt of the Bureau of Statistics has begun. Just listen to the music.

Has Illinois been sucked dry, that the combination now concentrates its co-operation promotion upon Iowa?

Some of the co-operatives made money on the 1906 crop; but for the most part they "ain't braggin' much to-day."

The green bug may do up the Texas crop, and it may not. Even at this moment no two specialists will agree upon what it has done so far.

The Buffalo Chamber of Commerce will celebrate the opening of the new building in April next, combining this event with the twenty-fifth anniversary of the organization of that body.

The new merit bill in the Illinois legislature includes the employes of the grain office on the list of state employes coming under civil service rules. Let every dealer write his representatives and senator to support this bill.

Now, remember, corn put into the bin cold and dry last fall is pretty sure to take on moisture the instant the warmer and damp air hits it while loading. That's one reason why so much corn unexpectedly and mysteriously grades low in the spring.

Keep your mind on the fact that the past winter has been very favorable to weevils and see that you don't buy a nuisance with your grain. It is more pleasant to have a clean elevator than a buggy one; but if you do get infested use the bisulphide of carbon.

Galveston and New Orleans have added their names to the roll of honor of those agreeing to adopt the Rules of the Uniform Grades Congress. At Galveston the rules will go into effect on June 1, 1907, and at New Orleans on a date agreed upon with Norfolk, Philadelphia and Galveston.

The grain dealers of Utah, after many weeks of heart to heart discussion of the question, have at last come to the conclusion not to ask the legislature for a railroad commission. The Utah dealers are more fortunate than some of their cotemporaries, for they declare that they have always been "dealt with fairly."

Government grain inspection laboratories similar to those established at New Orleans and Baltimore will be soon established at St. Louis, Duluth and Minneapolis. These laboratories take the place of Senator McCumber's and Representative Watson's national inspectors, Senator Hansbrough having at the closing session had his laboratory appropriation increased by \$25,000 to extend its usefulness. The new system is an immense advance

over the national inspection idea, though it may eventually come to mean the same thing as to export grain.

Mr. Edward M. Higgins, who retired "for good" from the Armour Grain Company with a "million," has certainly distinguished himself by the extreme modesty of his financial ambition. What a mollicoddle Mr. Harriman, for example, must think him. But Mr. Higgins has perhaps a sense of self-respect that men of the Harriman type do not usually understand.

At about March 1 there were nearly, if not quite, 10,000 loaded cars on the track of the New York Central road between Buffalo and Albany that for some reason could not be moved—or at least were not moving and had not been moved for some time. And yet the officers of that road say the public who complain are not treating the roads fairly. What is the matter? Is it not less money but more brains that the roads need?

The souvenir postal card has invaded the grain business, too; and a clever one came to us from Middle Point, O., sent in by H. G. Pollock, manager of the Pollock Grain Co. The decorations of the card are photos of Mr. Pollock at his desk and of the elevator of the company, both excellent. The Moore-Lawless Grain Co. of Kansas City also sends in a card in colors, showing the facade of the Board of Trade Building.

Having again made a temporary adjustment of tariff difficulties with Germany, awaiting the consent of the stand-patters to enter into a permanent arrangement that should leave Germany open to our grain exporters, the country is now threatened with similar difficulties with France. On March 5 the chamber of deputies made a lick at our cottonseed and vegetable oils, as a starter, perhaps, for more retaliation against us.

The editor of the Southwestern Grain and Flour Journal enters into a long dissertation to say that he favors uniform inspection; but doesn't want it according to the rules of the Uniform Grades Congress; and then asks the position of this paper. Well, this paper favors uniform inspection and wants it according to the rules the trade approves, and doesn't care a continental whether they comport with our views of the eternal fitness of things or whether they do not.

Missouri and Nebraska legislatures are trying to write laws that will kill the bucket-shop, but seem to be somewhat at sea in doing it. In Nebraska they are afraid that the defendant in an action for running a shop might protect himself by hastily buying enough grain to make a tender on a pinch, and so escape; while the Missouri solons propose as a remedy taxing each deal in futures in grain, cotton and provisions 25 cents. And yet the latter have before them the example of the Christie aggregation, which the Spanish war tax failed to snuff out by the taxation pinch. The Illinois law hardly treats legiti-

mate traders in the country fairly, but taken in connection with the decision in the Weare case, it would serve the purpose if Missouri or Nebraska really care to make a killing law.

The Winnipeg police raided the Canadian Stock and Grain Co. on March 1 and captured the whole outfit of officers, who were charged with operating a bucket-shop and carrying on a fraudulent business. The gang went to Winnipeg in October and opened up with a "sunburst" of advertisement addressed to the farmers, who were to be given an "independent market," as the North Dakota easymarks were to have one at Superior. But the Winnipeg chief of police seems to have more gumption than his cotemporary at Superior.

Duluth, which a year or two ago was so "cocky" on inspection matters, has through the Board of Trade begun to hedge and sends their secretary to Fargo to tell the "embattled farmers" of North Dakota that the Board has no real objections to national inspection. The Minneapolis Market Record also agrees that a "good system of inspection would not be amiss," and so on. Why this haste to desert home talent? Has Sec'y Major's roar so sally shaken the nerves of markets which but a short time ago were on the eve of putting Chicago to the bad once and for all, that they are ready now to concede anything to ensure peace?

The Georgia Railroad Commission has assumed jurisdiction of demurrage on interstate shipments, holding it is justified in the step by a decision of the United States Supreme Court, on the basis of which the Commission argues that demurrage is a penalty which is put upon the transportation company "rather as a warehouseman than as a common carrier." Thus it falls under state supervision so long as Congress does not specifically turn control over to a Government agency, such as the Interstate Commerce Commission. If the position of the Georgia Commission is upheld in the courts, where it is bound to be contested, any state may deal with this matter in a manner to suit itself.

The lakes-to-gulf waterway project was completely scuttled by the board of engineers detailed to report upon its feasibility. They said that the enormous cost of a 14-ft. channel (\$31,000,000, not including a canal parallel with some portions of the Mississippi) would be disproportionate to the benefits; and on the strength of this report the House has refused to make an appropriation for the purpose of its construction. Would it not be the wiser policy for the friends of the Illinois end of the project to ask for a river channel for canal boats and not for ships, which is an impracticable scheme, or else to abandon the river project entirely, and ask for a widening and deepening of the old Illinois & Michigan Canal from the Joliet end of the Drainage Canal to La Salle, which could be done at a small cost comparatively? All the effects of a competing waterway would thus be obtained for shippers that could be obtained by the so-called 14-ft. channel, which is deeper than is

needed for a canal and too shallow for a real ship channel, supposing, indeed, that a lake vessel owner should wish or have occasion to send his boats out on the prairie, which is hardly conceivable.

It's an old saying that you can't keep a good man down. It is no less true that you can't have too much of him. A case in point is Mr. Fred Mayer of Toledo, president of the Toledo Produce Exchange and president of the Ohio Grain Dealers' Association. The directors of the National Association by a mail vote have elected him second vice-president to succeed Mr. Washer, who is advanced to fill the vacancy caused by the succession of Mr. Egland to the presidency. But, like all very busy men, Mr. Mayer is ever ready and able to do a little more, especially if it is for the good of someone else, and drops into this new office just as gracefully as if it were made for him and not he for it.

It transpires, since the Kansas state convention, that the law of that state provides that:

The county clerk shall procure at the expense of the county, when not already provided, a full set of weights and measures, scales and beams, which he shall cause to be tried, proved, and sealed by the state standards, under the direction of the chancellor of the State University.—G. S. Kan. Ch. 116, Sec. 4, amended by Ch. 167, Sec. 3.

All, therefore, that the dealer who wants his scales tested has to do is to apply to the county clerk, and that official must do it or cause it to be done, collecting therefor a moderate fee. The dealer should remember, also, that he is liable to a fine of \$20 for each offense of using a scale that is not true if complaint is made and substantiated by proofs. It does not happen very often, of course, because the majority of men are reasonably decent, but the dealer is always open to the prosecution of a patron if his scales are out of condition; so that it is a safe policy in more ways than one to know that one's scales are weighing correctly.

The railroads are beginning to have among themselves a fellow feeling for Ishmael, "against whom was every man's hand"; and even a vice-president of the New York Central, whose creator had something historic to say of "the public be damned," makes an appeal for "fair and reasonable treatment." Mr. Elliot, president of Mr. Hill's Northern Pacific, also apologizes for that road's failure to serve the public properly by showing that the road was called on in 1906 to handle a traffic of over 6,000 million ton miles against about 4,500 millions in 1905. Now, in reply to Mr. Elliot, it is sufficient to say that on his showing the Hill roads have utterly failed to provide for the expansion of business that Mr. Hill, in his several Fargo speeches to farmers in recent years, declared he had reason to expect would come; so that Mr. Hill either did not himself have any belief in his own gush, or, if he did, showed no capacity as a far-seeing railroad man, by providing for what he said he foresaw was coming. As to those railroad men who complain that they are "unfairly treated," a sufficient remedy for this unfairness would be to conduct their business so as to merit and gain public sympathy and support. But railroading has been

done in the past too much on the Vanderbiltian doctrine. The New York Central itself has just been fined heavily for giving rebates to the Sugar Trust, while the Pennsylvania has been found guilty of gross favoritism to shippers; yet both these roads are advertised as the best-conducted roads in the country! Let the roads first clean house; then they may come to the public, assured they will get the sympathy and support they are entitled to.

It is, of course, undeniable that competition forces many objectionable methods on the trade; but where neighbors in the trade are truly neighborly there might be a concert of action to impress on the farmer the necessity of cleaning his grain to a certain extent on the farm, and to enforce this suggestion by penalties in the price for off-grade stuff and by paying a premium for the high grades. Otherwise there will be no encouragement for farmers to grow and market the high-grade corn, which the experiment stations are teaching them how to produce. Dealers ought to realize their own responsibilities in the matter of perpetuating the apparent depreciation of the quality of corn in recent years.

The seed wheat bill, drawn by Secretary Curn of the Kansas Board of Agriculture, has become a law. Reference is made to its general features on another page. The interesting fact, however, in this connection is that the bill will make it possible for the Kansas farmer who desires to grow wheat on either a large or small scale to procure the best seed available, at actual cost, and at the same time put the responsibility of finding, procuring and distributing it upon the state's public servants instead of upon private parties. It may be found that satisfactory seed is obtainable from Manitoba or other Canadian British possessions, or that it is advisable to have it brought direct from Russia. Very favorable opinions are expressed about some wheats now grown in Canada from seed obtained several years ago in Kansas and that its growing in the colder and dryer northwest has tended to improve it is some of the characteristics supposed to be most desirable and most common in wheat grown in Russia. These will be matters for the agricultural specialists to carefully investigate before making any purchases.

It is one peculiarity of the men who profess to represent the farmer that they insist on making their client appear as a fool. The delegates to the Farmers' Grain Dealers' Association meeting at Springfield in February were no exception. They had their "spiel" at the legislative committees on transportation, where they posed as the special victims of discrimination against them by the carriers. They and they only were the victims of car shortage; they and they only had to quit business because they could not get cars; and so on. But they did not hesitate to confess to the low-down meanness of compounding dishonesty by bribing "trainmen to sell them for a tip the cars going to some other dealer—a regular, it may be, or possibly to a co-operative concern in another town. Now, the farmer who reads

knows that all dealers have suffered alike, and knows, therefore, that his representatives don't tell the truth in that respect; and he can hardly feel a becoming self-respect when these same representatives confess to the dirty tricks that only the meanest of the regular dealers are guilty of.

Several of the Western state legislatures ought to reread prayerfully the famous editorial, "What's the Matter with Kansas?" Even Kansas is showing signs of "bugs" again, when a legislator introduces a bill to erect a "state flouring mill" in every county, and supports this asinine proposition with twenty-four separate and distinct asseverations. Then in Nebraska the modern Solomon wants a law requiring grain dealers to make daily postal card reports to the labor bureau of prices paid for grain as a means of preventing combinations to "unduly lower prices." In Minnesota he devises a tax of 25 cents to be paid on each transaction on the grain exchanges. In Missouri, the legislature, too indolent or incompetent to make a law to kill the bucket-shop without destroying the real grain exchanges, levies a tax of 25 cents per transaction on each, and so legalizes the bucket-shop. It is no wonder, therefore, that the people heave a sigh of relief when the solons are dismissed. Yet in point of fact these special taxes do not fall on the board of trade men at all, but on the speculators—the men who on the legitimate boards are the safety-valves of the market—who give it elasticity and range; so that killing them off has in one sense the same effect on the grain producer as killing the goose that lays the golden eggs.

Now that the exchanges and state departments of inspection are rapidly working toward uniformity, the executive legislator butts in—and in Iowa, of all states, which aforesaid was wont to boast of its sanity and to stand gazing with wonder and amazement at the legislative antics of its neighbors in Kansas. There is always, however, the freak who makes it his business to add to the perplexities of those who really appreciate the difficulties of letting things commercial alone as much as possible, and comes forward with some "simple" solution for problems that have confounded legislators for generations, and makes a mess of it. Now this Iowa executive wants a law to establish "Iowa grades." For what purpose? Because there are Iowa terminal markets to call for them? Oh, not at all. But "such a law would be of peculiar interest to Council Bluffs," and "its passage is being urged by the Commercial Club of that city, and it is understood that the senators and representatives of that part of the state will be a unit in its support." So then it is but a part of a scheme to "boom" Council Bluffs. But how, in the name of all that's sensible? Another feature of the bill is this, that, "If it becomes a law, any city in the state, on the petition of two grain dealers, may have an official grain inspector appointed by the Board of Railroad Commissioners." And who will pay the bill for all this—the farmer? He surely will—"if the bill becomes a law."

TRADE NOTES

Erick H. Loe, for many years engineer and draftsman in the Minneapolis office of the Nordyke & Marmou Company, has gone with the Strong-Scott Manufacturing Company of that city.

The Morrison & Kretschmer Manufacturing Company has been incorporated at Dubuque, Iowa, with a capital stock of \$25,000, and will, it is understood, occupy the plant of the Dubuque Turbine and Roller Mill Company.

Recent sales of Humphrey Employee's Elevators include the following: Blish Milling Co., Seymour, Ind.; Plymouth Gypsum Co., Fort Dodge, Iowa; Oakes Mill Co., Oakes, N. D.; Concordia Milling Co., Concordia, Kan.

The Jeffrey Manufacturing Company has two new illustrated booklets devoted to Jeffrey coal and ash handling machinery, which will be sent to dealers free of charge. Anyone who is interested in the economical handling of coal and ashes should write for these booklets.

Sprout, Waldron & Co. of Muncy, Pa., have discontinued their St. Louis office and have appointed the Reuter-Jones Mfg. Co., 1607 South Third Street, as their representatives. John Williams Taylor will represent Sprout, Waldron & Co. in the Southwest, with offices at 491 Pacific Avenue, Dallas, Texas.

The American Machinery & Construction Co. has been incorporated at Milwaukee and will continue the elevator supply business heretofore conducted by Fred Grotenrath. Larger quarters have been secured at 103 W. Water Street, and the stock of elevating, conveying and power transmitting machinery has been largely increased.

The N. P. Bowsher Co., South Bend, Ind., have just installed a new and expensive turret lathe of special design. The tool comes from one of the leading eastern manufacturers, and, the Bowsher Co. expect, will greatly facilitate work of getting out many of the parts for their well-known line of feed mills, for which there is a large and increasing demand.

The season is now at hand when the elevator owner begins to think of painting his buildings. The most important part of the job is the selection of the paint. Those who have used Dixon's Silica-Graphite Paint know that it is the ideal paint for elevators, whether of wood, iron or steel construction. The Joseph Dixon Crucible Company, Jersey City, N. J., has much interesting literature on the subject of painting and will send it free to all who make application for it.

One of the best recommendations given the Tydeu Car Seal is the fact that it has been adopted by the leading railroad companies, boards of trade in principal cities, state grain inspection boards, weighing associations and inspection bureaus, and leading shippers' associations in all parts of the country. It is manufactured by the International Seal & Lock Company of Hastings, Mich., while Chas. J. Webb is general sales agent, with offices at 617 Railway Exchange Building, Chicago.

The Jeffrey Manufacturing Company of Columbus, Ohio, has the contract for installing a reversible package conveyor in the Duquesne freight station of the Pennsylvania Railroad at Pittsburg. The contract calls for an elevator which will carry packages weighing up to 600 pounds, not more than five feet long and three and one-half feet wide. Four bundles of this size will be taken either into the cars or to the storage platforms a minute, a speed in handling not nearly approximated by present methods. While doing heavy work the belt will travel forty-two feet a minute. With smaller packages five can be hoisted a minute, the belt traveling fifty-two and one-half feet in that time. The conveyor is so arranged that packages will be

moved to any landing desired; indicators and switches on every floor enable a man anywhere along the belt to control its speed and the picking up or distributing of freight.

The problem of preventing the heating of corn is being solved in a practical manner by the Hess Warming & Ventilating Co. of Chicago. They are filling orders with great promptness and handling a rapidly increasing business. The Trans-Mississippi Grain Co., Omaha, Neb., has ordered a No. 6 Hess Drier and Cooler to be installed at once, and to be put into operation early in April. This machine will have a capacity of 10,000 to 15,000 bushels of damp corn daily, and its purchase is made necessary by the increased demand for kiln dried corn. The Cleveland Grain Co. has bought two "Ideal" Hess Driers for its elevators at Indianapolis, and they will be put into commission early in March. This company has used a large Hess Drier at its Cleveland plant for the last six years. The M. C. Peters Mill Co. at Omaha, at eleven o'clock a. m., February 26, ordered an "Ideal" Drier at the sales office of the Hess Company, and the machine was delivered to the railroad before 5:30 on the same day. This promptness will certainly appeal to those owners of grain who wake up in the morning and find their corn red hot.

CANADIAN GRAIN GROWERS.

A meeting covering several days was held at Brandon, Man., by the Manitoba Grain Growers' Association in February, at which some old problems worrying the farmers relative to marketing their grain came up for further ventilation and formulation into resolutions.

President D. W. McCuiag, in his annual address, referring to the elevator system, said a committee went to Fort William, Port Arthur and Owen Sound to investigate the manner of handling grain. "We learned," he said, "that the inspector and his deputies were doing faithful work in grading the grain in and out of the elevators; so carefully, indeed, that no boat can be loaded at night, when the quality of grain being loaded could not be ascertained. But after the grain leaves Fort William and Port Arthur we learned that no protection is granted to guarantee preserving the identity of the grade. It is left entirely in the hands of the operators."

He said also: "I have also to call your attention to the terminal elevators at Fort William and Port Arthur. They have now drifted into the hands of companies interested in the grain trade, with the exception of the Canadian Pacific Railway Company's elevators. These are the only independent elevators at the lake front to-day, and I would impress on you the necessity of maintaining them as such. To retain them as such they must have your support, and I would urge, if necessary, that this Association take steps to maintain them permanently as independent elevators."

"I also regret to have to call your attention to the large number of cars of grain rejected for weed seeds and wild oats. Every grain grower in the West must regard this increase as alarming, and put forth every effort to rid the country of this unnecessary and heavy loss."

It was stated that since the British-American Elevator Co. had leased the Canadian Northern Elevators at Port Arthur, that company called on the C. P. R. to run all cars billed to Port Arthur to its elevator, and then got railway bills printed with their names in large type. The C. P. R. then had to send their cars past their own elevators at Fort William, which had a capacity of 9,000,000 bushels, and which were the only independent terminal elevators at the present time. Mr. Lanigan of the C. P. R., when asked about the rumor that the C. P. R. was going to lease its elevators, replied that it did not at present intend to do so, but might be obliged to do so if they did not pay. If these independent elevators were leased to a grain firm farmers would be face to face with a grave difficulty.

The other resolutions adopted were as follows:

Resolved, That this convention memorialize the Dominion government at once to have terminal elevators at Fort William and Port Arthur maintained and operated as government owned elevators.

Resolved, That railway companies be asked to allow the building of elevators or warehouses of 10,000-bushel capacity.

Whereas, Farmers are charged demurrage when cars are not loaded promptly, therefore it is

Resolved, That railway companies should be required to pay demurrage when cars are not supplied within a week after being ordered, and also when they remain standing on the track more than forty-eight hours after being loaded, and also when a car is taken out, it should proceed at not less than forty miles per day to destination, this provision to be waived in case of a car shortage being declared, and which car shortage can be declared only by the railway commission.

Resolved, That this convention is of the opinion that the present rate of commission of one cent a bushel for selling all grain is excessive, and consider $\frac{1}{2}$ cent per bushel for wheat and $\frac{3}{8}$ cent for oats and barley is a reasonable charge, and that our executive take vigorous steps to put this into effect.

Resolved, That the grain act be amended to provide that should any company owning more than one elevator make a lower rate for storage than charged at adjacent points, someone clothed with authority will order that that low rate shall obtain at all points where they operate elevators for storage purposes.

Resolved, That the executive be empowered to levy on the sub-associations a pro rata tax on the membership to raise sufficient funds to cover all expenses in connection with the prosecution of certain members of the Grain Exchange.

Resolved, That the province of Manitoba undertake to construct and operate storage elevators throughout the province and that the executive of this Association press for this measure when meeting in convention to be called by the Agricultural committee.

Whereas, That the question of adopting the cental system of weights for handling grain in this province is of sufficient importance to warrant more consideration from this Association; therefore, be it

Resolved, That the executive be instructed to confer with the different interests involved, and if the question meets with favor, follow it up until it can be put in practice throughout the whole dominion.

CAR LEAKS AT CINCINNATI.

W. McAllister, in his report to the Cincinnati Chamber of Commerce of his office for the months of August-December, inclusive, gives the following statement of cause of leakages:

Leaking over grain door.....	57
Through grain door	443
Bottom grain door	263
End grain door	93
Side bar	81
End window	39
End of car	349
King bolt	32
Draw bar	66
Bulge in door	277
Bulged end	3
Side of car	75
Leaking roof	14
Door open	21
Door post bulged out.....	5
No door	7
Through floor	48

Total leakage1,873

He adds: "While this statement shows a remarkable decrease from month to month in the total number of leakages, there is still room for improvement.

"Stronger grain doors should be made to stand the strain of the increased capacity of cars.

"A thorough examination and seal record should be taken by every shipper that he may be able to protect himself if any loss in transit.

"Shippers should be careful not to load grain above the level of the grain doors or end windows."

On February 27 the Farmers' Co-Operative Elevator at Prosser, Neb., gave way under weight of 10,000 bushels of grain and one section collapsed. The building has a capacity of 75,000 bushels and was overfilled because of the scarcity of cars.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of February, 1907:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	324,161	178,036	240,043	40,000
Corn, bushels.....	4,342,418	4,293,290	3,125,532	4,124,224
Oats, bushels.....	297,622	1,010,667	670	430,428
Barley, bushels.....		36,463	875	
Malt, lbs.....				
Rye, bushels.....	48,859	93,333		77,143
Timothy Seed, lbs.....	11	2,210	3,430	5,349
Clover Seed, lbs.....	1,478	4,845		1,500
Hay, tons.....	7,576	5,16	2,127	1,823
Straw, tons.....				
Flour, bbls.....	228,267	121,241	109,267	92,198
Mill feed, tons.....				

BOSTON—Reported by Daniel D. Morris, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Flour, bbls.....	131,000	107,576	42,934	45,530
Wheat, bushels.....	452,951	683,627	973,295	1,247,333
Corn, bushels.....	474,657	915,415	354,496	383,353
Oats, bushels.....	236,085	659,866		218,800
Rye, bushels.....	2,370	1,084		
Barley, bushels.....	910	23,489		303,525
Flax Seed, bushels.....	635	1,200		
Mill Feed, tons.....	990	714	33	492
Cornmeal, bbls.....	2,555	2,560	1,105	483
Oatmeal, bbls.....	7,070	16,037	8,897	8,545
Oatmeal, sacks.....	8,217	2,815	4,110	2,810
Hay, tons.....	7,620	8,720	217	4,762

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	573,000	501,749	651,914	861,213
Corn, bushels.....	13,155,362	7,940,400	5,678,355	4,149,014
Oats, bushels.....	5,481,475	5,856,363	4,461,675	7,129,168
Barley, bushels.....	1,465,637	2,469,517	532,038	905,576
Rye, bushels.....	205,000	184,350	129,582	61,700
Timothy Seed, lbs.....	2,511,337	2,818,860	2,233,683	2,450,216
Clover Seed, lbs.....	818,108	752,815	331,841	639,722
Other Grass Seed, lbs.....	1,723,480	1,037,911	4,424,376	4,820,899
Flax Seed, bushels.....	38,933	92,000	11,061	11,405
Broom Corn, lbs.....	1,201,627	1,102,138	661,492	455,793
Hay, tons.....	27,513	19,526	6,949	1,717
Flour, bbls.....	755,508	849,603	555,191	775,611

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	170,500	334,386	130,548	290,050
Corn, bushels.....	791,996	820,705	453,355	381,148
Oats, bushels.....	357,231	486,549	292,590	354,647
Barley, bushels.....	77,000	153,218	12	110,024
Rye, bushels.....	57,230	39,523	50,268	25,466
Malt, bushels.....				
Timothy Seed, lbs.....	1,688	985	5,116	2,517
Clover Seed, lbs.....	9,745	9,070	5,116	6,186
Other Grass Seed, lbs.....	11,590	8,641	14,342	9,315
Hay, tons.....	20,867	17,582	13,071	16,510
Flour, bbls.....	133,745	136,091	101,584	101,008

CLEVELAND—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels, water.....				
Do rail.....	149,799	76,789	54,697	49,727
Corn, bushels.....	779,645	351,452	183,603	504,248
Oats, bushels, water.....				
Do rail.....	392,684	285,357	107,660	160,392
Barley, bushels, water.....				
Do rail.....	19,784	135,290	2,400	1,200
Rye, bushels.....				
Flax Seed, bushels, water.....				
Do rail.....				
Hay, tons, water.....				
Do rail.....	7,760	5,135	727	1,382
Flour, tons, water.....				
Do rail.....	4,461	5,248	2,682	1,520

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	55,955	104,258	19,757	38,229
Corn, bushels.....	361,531	521,721	161,559	339,784
Oats, bushels.....	161,484	263,835	14,638	32,283
Barley, bushels.....	42,126	248,680	1,571	5,339
Rye, bushels.....	19,794	18,065	16,202	18,539
Flour, bbls.....	9,900	27,100	4,600	15,000

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	1,460,355	1,124,494	236,352	849,953
Corn, bushels.....				
Oats, bushels.....	150,528	326,574	64,149	205,325
Barley, bushels.....	29,049	196,510	26,961	90,075
Rye, bushels.....	13,204	6,985	1,571	64,585
Flax Seed, bushels.....	419,500	690,919	120,327	108,509
Flour, bbls.....	24,765	60,300	30,085	60,565

GALVESTON—Reported by C. McD. Robinson, chief inpector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....			391,010	208,000
Corn, bushels.....			634,256	2,691,350
Oats, bushels.....				
Barley, bushels.....				

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	2,383,000	1,602,000	1,498,000	1,144,000
Corn, bushels.....	1,040,000	1,937,000	698,000	1,456,000
Oats, bushels.....	543,000	703,500	516,000	712,500
Barley, bushels.....	62,000	87,000	10,000	40,000
Rye, bushels.....	8,000	18,000	7,000	4,000
Flax Seed, bushels.....	3,200		4,000	800
Bran, tons.....				
Hay, tons.....	10,910	10,290	7,830	4,550
Flour, bbls.....	17,000		118,600	95,230

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	335,000	374,880	120,260	43,896
Corn, bushels.....	843,000	1,235,950	597,837	542,374
Oats, bushels.....	1,014,600	729,400	658,862	604,304
Barley, bushels.....	1,102,400	1,676,400	504,928	863,834
Rye, bushels.....	117,900	98,400	101,993	86,387
Timothy Seed, lbs.....	123,670	252,110	422,563	257,747
Clover Seed, lbs.....	691,315	464,975	893,985	931,158
Flax Seed, bushels.....	41,340	47,420		
Hay, tons.....	2,198	1,681	540	310
Flour, bbls.....	142,675	129,775	145,284	179,580

MINNEAPOLIS—Reported by L. T. Jamme, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1907.	1906.	1907.
Wheat, bushels.....	7,738,350	7,845,950	1,219,670	1,301,710
Corn, bushels.....	745,030	593,670	568,220	362,420
Oats, bushels.....	993,050	1,277,070	929,170	2,395,410
Barley, bushels.....	527,810	825,830	517,130	1,051,820
Rye, bushels.....	100,660	101,130	78,380	114,390
Flax Seed, bushels.....	649,510	884,460	271,120	437,360
Hay, tons.....	2,590	2,630	40	150
Flour, bbls.....	13,847	31,722	882,713	1,178,573

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1907.	1906.	1907.
Wheat, bushels.....	16,176	103,548		
Corn, bushels.....	30,085	54,489	3,250	14,800
Oats, bushels.....	100,173	211,640	3,200	13,500
Barley, bushels.....	8,241	19,631	7,000	16,000
Rye, bushels.....				
Flax Seed, bushels.....	58,900	57,950		
Flour, barrels.....	20,896	25,815	87,350	53,460

NEW ORLEANS—Reported by H. S. Herring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1907.	1906.	1907.
Wheat, bushels.....	149,000	157,400	191,155	160,000
Corn, bushels.....	1,200,000	4,410,736	1,815,107	4,482,178
Oats, bushels.....	406,000	621,889	171,710	425,289
Barley, bushels.....				
Rough rice.....				
Clean rice pockets.....				
Hay, bales.....	79,392	48,642	2,444	6,470
*Flour, bbls.....	45,317	42,764	56,903	160,151

*Through consignments of flour to Europe not included in receipts.

OMAHA—Reported by Edward J. McVann, secretary of the Omaha Grain Exchange.

Articles.	Receipts.		Shipments.	
	1906.	1907.	1906.	1907.
Wheat, bu.....	558,000	240,000	504,000	182,000
Corn, bu.....	2,113,100	1,808,400	2,004,000	1,349,000
Oats, bu.....	790,400	756,800	331,500	811,500
Barley, bu.....	8,000	21,000	7,000	4,000
Rye, bu.....	11,000	18,000	35,000	12,000
Flour, bbls.....				

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1907.	1906.	1907.
Wheat, bushels.....	28,000	35,500	20,700	29,000
Corn, bushels.....	1,648,900	1,082,100	1,103,900	570,900
Oats, bushels.....	801,500	1,313,000	657,300	1,819,100
Barley, bushels.....	274,000	234,700	71,000	200,900
Rye, bushels.....	34,600	36,900	1,000	8,700
Mill Feed, tons.....	2,616	1,800	3,026	2,854
Spirits and Liquors, bbls.....				
Syrups and Glucose, bbls.....				
Seeds, lbs.....		120,000	30,000	30,000
Broom Corn, lbs.....	90,000	165,000	210,000	202,800
Hay, tons.....	4,870	3,790	1,700	970
Flour, bbls.....	84,100	85,600	61,450	74,700

PHILADELPHIA—Reported by L. J. Logan, secretary of the Commercial Exchange.

Articles.	Receipts.		Shipments.	
	1906.	1907.	1906.	1907.
Wheat, bushels.....	1,122,185	69,687	1,130,281	128,240
Corn, bushels.....	1,453,524	2,322,593	1,221,487	1,715,339
Oats, bushels.....	383,418	1,760,827		1,368,363
Barley, bushels.....	23,000	71,200		
Rye, bushels.....	7,200	21,600		
Timothy Seed, bags.....	1,467			
Clover Seed, bags.....	77			
Flax Seed, bushels.....	148,000	67,200		
Hay, tons.....	3,955	8,650		
Flour, bbls.....	230,784	208,729	141,950	130,465

SAN FRANCISCO—Reported by Wm. B. Downes, statistician of the Merchants' Exchange.

Articles.	Receipts.		Shipments.	
	1906.	1907.	1906.	1907.
Wheat, centals.....	57,833		13,771	
Corn, centals.....	3,622		616	
Oats, centals.....	32,534		69	
Barley, centals.....	328,591		284,412	
Rye, centals.....	410			
Flax Seed, sacks.....				
Hay, tons.....	13,937		1,534	
Flour, bbls.....	76,176		42,674	

ST. LOUIS—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange.

Wheat, bushels.....	922,000	1,102,000	1,092,245	1,261,215
"sacks.....	704	3,857	.....	800
Corn, bushels.....	3,764,200	3,031,000	2,632,625	1,864,090
"sacks.....	5,208	4,168	4,190	48,411
Oats, bushels.....	2,174,400	1,867,050	1,891,515	1,654,125
"sacks.....	250	250	5,460	19,640
Barley, bushels.....	309,400	338,750	.....	56,310
"sacks.....	.....	.....	.....	260
Rye, bushels.....	33,000	63,000	45,935	107,800
"sacks.....	.....	.....	.....	.....
Hay, tons.....	23,650	19,635	13,350	8,570
Flour, bbls.....	219,200	188,725	282,860	210,440

ELEVATOR AND GRAIN NEWS

ILLINOIS.

An elevator is proposed for Aledo, Ill.

James Shields will enlarge his elevator at Benson, Ill.

F. P. Potter is selling out his grain business at Crossville, Ill.

C. E. Hartsook has purchased the Neola Elevator at Maquon, Ill.

N. S. Richardson, a grain dealer at Elliott, has traded his business.

A farmers' elevator company is being organized at Charlotte, Ill.

Gus Hahn has completed a new 1,000-bushel grain elevator at Shattuc, Ill.

Benjamin F. Baker has sold out his grain business at Glen Avon, Ill.

A Mr. Umpleby of Pana, Ill., will erect an elevator at Dollville, Ill., this summer.

Peter Schertz and son, Jesse Schertz, of Stanford, Ill., recently purchased the elevator at Monticello.

The Pontiac Farmers' Grain Co. of Pontiac, Ill., has increased its capital from \$12,000 to \$15,000.

E. M. Grunsted of Perdueville, Ill., has purchased the Rankin Elevator from the Rankin Grain Co. at Rankin, Ill.

J. C. Spivey and M. E. Roberts have succeeded Merryman, Spivey & Co., grain dealers at New Windsor, Ill.

The Herscher Grain Co. is the name of a new farmers' organization that will build an elevator at Emington, Ill.

The Farmers' Elevator at Pontiac, Ill., is now driven by an electric motor, which replaces the steam engine.

J. S. Grove has sold his elevator at Bentley, Ill., to W. S. Walton and has retired from the grain business.

Hogan Bros.' Mill & Grain Co. of Sandoval, Ill., has moved to Shattuck, and decreased its capital stock from \$20,000 to \$10,000.

A seed and soil special has been running over the line of the Chicago & Alton in Illinois and Missouri during the early part of the month.

B. F. Pickrell, C. J. Campbell and John Mullady have incorporated the Lanesville Farmers' Grain Co. at Lanesville, Ill., with a capitalization of \$12,000.

C. A. Allman of Colvin Park, Ill., has contracted with Fred Friedline of Chicago, Ill., for a 10,000-bushel elevator. The power is to be supplied by a gasoline engine.

C. W. Parker and C. E. Douglass, who are with the National Elevator Co. at Indianapolis, may return to their old home at Danville, Ill., and engage in the elevator business.

Incorporation papers have been granted the Baldwin Elevator Co. of Decatur, Ill., which is capitalized at \$15,000. Ada E. Baldwin, Heston I. Baldwin and Raymond O. Auger are interested.

The Pontiac Farmers' Elevator Co. of Pontiac, Ill., intend purchasing or building an elevator at Cayuga. There are two there at present, one owned by T. H. Wheeler and the other by C. W. McDougall.

H. I. Baldwin, of the Baldwin Grain Co., purchased the 70,000-bushel elevator of Nichols & Son, which was recently sold by the sheriff at Sadorus, Ill. The price paid was \$7,000, the appraised value of the house.

N. S. Richardson, who has operated the elevator at Elliott, Ill., for eighteen years, recently traded his plant for a Minnesota farm and has retired from the grain trade. Hatteburg Bros. will run the elevator in the future.

Articles of incorporation have been granted the Farmers' Elevator Company of Princetonville, Ill., which is capitalized at \$5,000. It will deal in grain, etc., and is financed by F. B. Blanchard, A. R. Deberd, Luther J. Rice and others.

S. W. Strong, secretary of the Illinois Grain Dealers Association, announces the following changes as having occurred during the month: Thomas H. Wheeler, Cayuga, bankruptcy; W. H. Adams & Son succeed Adams & Iddings at Atlanta; R. A. Hasper & Son succeed G. T. Taylor & Sons at Flat Rock; W. H. Barnes & Co. (mail Neoga) succeed J. B. Fidler & Co. at Sullivan; Rich & Chantler succeed J. W. Gregory at Stockland; W. H. Barnes & Co. buy at Neoga; John R.

Williams succeeds Rogers Grain Co. at Colfax; E. E. Sapp succeeds Pratt & Pratt at Sciota; Fred Rose succeeds J. H. Parrish & Son at Homer; S. W. Walton succeeds J. S. Grove at Bentley.

J. R. Carter recently acquired the 30,000-bushel grain elevator at Thomas Station, Ill., which Bartlett, Frazier & Carrington built two years ago. The consideration is said to have been \$8,500 and the purchase included an acre and a half of land. E. W. Carter has been retained as manager.

Joseph Parish & Son have sold their elevator at Homer, Ill., to Fred Rose of Chicago, the grain on hand excepted, for the consideration of \$14,300. The senior member of the retiring firm has had 35 years' experience in the grain business in and around Homer, while Roy Parrish has received a good training in his father's school. He will remain at the elevator for the present. J. M. Maguire made the sale.

Although the George S. McReynolds grain elevators were offered for sale in Chicago on March 4, as decreed by the United States court, no sale was recorded and the matter is still in the hands of Referee Eastman. But \$5,000 was bid for Elevator A and \$3,600 for Elevator B, while \$6,000 was offered for the land and building. A bid of \$12,000 was tendered for the St. Louis building. The properties include Elevator A, on the Calumet River at South Chicago, embracing the stock of the McReynolds Elevator Company, which owns the property, being 1,800 shares at the par value of \$100 each, subject to a bonded indebtedness of \$125,000; Elevator B, at the corner of Wood and Rebecca Streets, with a capacity of 1,000,000 bushels, free from incumbrances. The Chicago & Great Western Railroad is said to have offered at one time \$250,000 for this property. The sale will include the stock of the Southern Elevator Company—250 shares of the par value of \$100 each. The Southern Elevator Company owns the leasehold of Elevator C, at East St. Louis. The elevator has a capacity of 1,000,000 bushels. The lease, which expires November, 1911, provides for an annual rental of \$13,000. The property will be sold to the highest bidder. A deposit of 10 per cent will be required from each purchaser and only certified checks will be accepted.

MISSOURI, KANSAS AND NEBRASKA.

A new elevator is going up at Girard, Kan.

There is talk of a farmers' elevator for Wymore, Neb.

A farmers' elevator company is being organized at Oakland, Neb.

H. O. Boyd has sold his elevator at Lyons, Neb., to Peter Heintzelman.

The Farmers' Elevator Co. has added to the capacity of its elevator at Odell.

A \$30,000 elevator is to be built this spring at Farley, Mo. T. B. Atkinson is said to be interested.

J. F. Westrand & Son, owners of an elevator at Bloomfield, Neb., have bought the Peavy Elevator at Wausa.

Pearman & Shaner expect to build an elevator at Mountain Grove, Mo., to operate in conjunction with their mill.

W. H. Ascue of Enid, Okla., has purchased the elevator formerly owned by the Smith & Benton Grain Co. at Kiowa, Kan. Pearl Roney will remain in charge.

The Mound City Elevator Co. has been incorporated at Mound City, Mo., by K. B. Goodnow, Walter Goodnow and Frank Goodnow. The capital stock is \$3,000.

Condit & Co., a grain firm established thirty years ago at Mead, Neb., have sold their elevator to the Wells-Hord Grain Co. of Schuyler. C. V. Beeman has been put in charge.

The Trans-Mississippi Grain Co. of Omaha, Neb., has ordered a No. 6 Hess Drier of the Hess Warming & Ventilating Co. of Chicago. It will be placed in operation early in April.

Frank Osterlund, August Imhof and Nels C. Christiansen figure as incorporators for the Farmers' Co-Operative Grain Association at Upland, Neb. It will buy the Upland Elevator.

The Moses Bros.' Milling and Elevator Co. at Great Bend, Kan., has just installed an 800-horsepower cross-compound engine which drives all the machinery in the elevator, as well as the mill.

Delbert E. Lyon, son of W. H. Lyon, who owns the Lyon Roller Mill and Elevator, has purchased the Peavy Elevator at Lyons, Neb., together with the business it has taken thirty years to acquire. The purchase price is \$4,500.

The old St. Louis Elevator, which has handled grain for more than 46 years, is being razed by its owner, the Wiggins Ferry Co., and the lumber will be sold. The elevator was built of white pine and was a prominent point for receiving and

shipping grain during the days of heavy steamboat traffic. For a few years past it has practically been abandoned on account of the newer method of shipping grain.

The New State Grain Co. has been incorporated at Chelsea, I. T., with a capital stock of \$50,000. Those interested are J. W. Orr, E. L. Orr and T. B. Gray.

On February 28, Sherman Saunders, formerly president of the Farmers' & Merchants' State Bank at Bloomfield, Neb., and J. F. Westrand, a grain buyer of that place, purchased the Peavy line of twenty-three elevators in Nebraska. The reported consideration is \$150,000, and the deal includes elevators at Bloomfield, Wausa, Magnet, Randolph, Carroll, Wayne, Wakefield, Emerson, Thurston, Pender, Bancroft, Craig, Herman, Lyons, Blair, Winside, Hartington, Coleridge, Laurel and Concord. Messrs. Saunders and Westrand will incorporate with a capital of \$200,000 and take possession between May 1 and June 1 this year. The head office of the new concern will be located either at Wayne or Wakefield.

IOWA.

There is talk of a farmers' elevator at Struble, Iowa.

A farmers' elevator will be operated at Rake, Iowa.

A farmers' elevator is proposed at Lakewood, Iowa.

W. O. Grant is building an elevator at Gardiner, Iowa.

A farmers' elevator company is under formation at Yale, Iowa.

An elevator will be built by a Mr. Conger at Woodward, Iowa.

The Slagle Grain Co. of Alton will build an elevator at Granville, Iowa.

The Perry Mill Co. of Perry, Iowa, has broken ground for a new elevator.

A farmers' co-operative company will build an elevator at Thompson, Iowa.

S. B. Barnes has sold his grain business at Malvern, Iowa, to J. D. McClean.

Farmers around Union, Iowa, are organizing a co-operative elevator company.

Chris Emerson has sold his elevator at Jessup, Iowa, to a Mr. Spike of Vinton.

C. G. Messerole of Gowrie, Iowa, is promoting an elevator company at Otho, Iowa.

Some talk of a new elevator is heard among the farmers around Crystal Lake, Iowa.

Palmer & Hasty recently acquired the grain business of O. L. Macatt at Kalona, Iowa.

A meeting of farmers interested in an elevator was held at Castana, Iowa, one day lately.

W. J. Fiala & Co., grain dealers of Lisbon, Iowa, have dissolved. Wes. Fiala is now sole owner.

C. B. Brockway will build an elevator at Matlock, Iowa, on the Illinois Central right of way.

Escher & Co. have transferred their elevator and grain business at Irwin, Iowa, to the Updyke Grain Co.

J. W. Carey is chairman of a committee which is organizing a farmers' elevator company at Spencer, S. D.

P. Morrissey is president of the new Farmers' Elevator Co. at Alta, Iowa. About \$8,000 has been subscribed for the stock.

A farmers' elevator company has raised \$10,000 towards a new elevator at Beaman, Iowa. Ellet Copley should be addressed.

Helgen & Sons have sold their elevator at Charles City, Iowa, to the Farmers Co-operative Co., of which C. H. Lane is manager.

John Mraz has sold the elevator at Duncan, Iowa, to the Alliance Elevator Co. and has gone to Denver, Colo., in search of an opening.

Anderson & Moen, grain dealers at Estherville, Iowa, have dissolved partnership, and J. E. Moen will retire. B. B. Anderson is now sole owner of the line of twelve elevators.

F. L. Gitchell is building a 25,000-bushel elevator at Alburnett, Iowa. It will stand 60 feet high and contain 12 bins, with 36-foot cribs. An automatic hopper, dumps and scales will be installed together with the latest machinery.

Moore Bros.' Co. is the new style of the owners of the elevators at Hampton and adjacent towns on the Iowa Central. Moore Bros., the former owners, have sold out to the new company, which is capitalized at \$40,000. O. W. Maxwell and O. F. Meyers of Hampton are directors and the former will act as manager, retaining all the employees.

Mr. Moore gives possession in April and will then move to Colorado for his wife's health.

The Farmers' Mutual Elevator Co. of Larchwood, Iowa, has acquired the Davenport Elevator Co.'s plant at that place. This company was authorized to do business on the first of May, 1906. Since that time they have been engaged in an effort to procure a site for a building, but were blocked by the railroad. They finally gave up the fight and bought the Davenport building.

The J. Rosenbaum Co. of Chicago has secured a five years' lease on the new 250,000-bushel elevator to be built at a cost of \$100,000 by the commercial men of Sioux City, Iowa. It will be built of wood and clad with iron and is to be finished June 1. Harold J. Hutton, vice-president of the Mystic Milling Co., and A. L. Beardsley, of the Commercial Club, have the details in hand.

MINNESOTA AND WISCONSIN.

A farmers' elevator will be built at Kampeska, Minn.

A farmers' elevator is under discussion at Elmore, Minn.

The burned elevator at Rockville, Minn., is to be rebuilt.

A farmers' elevator company is being organized at Echo, Minn.

A new farmers' elevator company is planned for Henderson, Minn.

The old farmers' elevator at Correll, Minn., may be re-established.

P. Plien has installed a separator in his elevator at Menahga, Minn.

Otto T. Beye of Osceola, Wis., contemplates building an elevator.

William Rahr's Sons Co. have opened the new elevator at Maribel, Wis.

Theo. E. Hany of Soler is talking of a farmers' elevator at Badger, Minn.

About \$4,000 has been subscribed toward a farmers' elevator at Woodstock, Minn.

The Mutual Elevator Co. of St. Paul, Minn., has enlarged the scope of its business.

The Farmers' Elevator Co. is installing a feed mill at its plant in Marietta, Minn.

A. W. Swinton of Stanton, Minn., has sold his elevator to N. T. Austinson of Dennison.

C. T. Baker & Sons have bought the grain business of F. W. Hahn at Hennington, Minn.

Charles Bollenbach is president of the new Farmers' Elevator Co. at Nerstrand, Minn.

A farmers' elevator company, with \$5,000 capital stock, has been organized at Milaca, Minn.

J. Crangle, W. J. Funk, O. A. Paulsen and others are promoting a farmers' elevator company at Steen, Minn.

Frank Ahsenmacher is chairman of the committee which is promoting a farmer's elevator company at Ward, Minn.

S. A. Carter & Son of Egan, S. D., have acquired E. H. Moreland's Elevator at Ash Creek, Minn., and are now in possession.

Robert B. Clark has transferred his grain business at Chippewa Falls, Wis., to the Clark Grain & Fuel Co., recently incorporated.

At Ivanhoe, Minn., the Farmers' Elevator was forced to close down recently because no cars could be secured to move its grain.

The Cargill Elevator Co. may build a \$700,000 elevator at Superior, Wis., and will also make some decided improvements upon its old plant.

Fred Bruemmer is president of the new elevator company at Gillett, Wis., and Herman Bruemmer is treasurer. Both formerly resided at Ahnapee.

J. S. Bangs, J. J. Flanagan, L. F. Swift and J. P. Kyle of St. Paul, Minn., have incorporated the South St. Paul Grain Co., capitalized at \$50,000.

It is reported the New Ulm Roller Mill is to build a new elevator at New Ulm, Minn., this season, which will be 20x60 feet in size and have a capacity of 20,000 bushels.

The Minneota Milling Co., recently incorporated at Minneota, Minn., with a capitalization of \$30,000, will deal in grain. Herman N. Dahl is president and Palmer O. French is secretary.

It is reported Governor Burke of North Dakota will be asked to appoint a committee to investigate the grain situation and ascertain whether or not a terminal elevator in Minnesota or Wisconsin by the state would not relieve the situation.

It is proposed by some St. Cloud, Minn., business men to organize a company with \$100,000 capital and operate a line of elevators into the Dakotas. St. Cloud will be made the milling point and the grain will be consumed there. To this end it is

understood one of the local milling companies has been approached.

Articles of incorporation have been granted the Smith Grain & Feed Co. of Milwaukee, Wis., which is capitalized at \$5,000. F. C. Smith, David A. Edgar and Fordyce H. Bottum are interested.

About a hundred farmers adjacent to New Ulm, Minn., have organized the New Ulm Farmers' Exchange, capitalized at \$25,000. A 40,000-bushel grain elevator will be erected. William Gluth is president; Rubert Altmann, vice-president; P. P. Manderfield, secretary, and A. A. Backer, treasurer.

EASTERN.

Frank Slater will build a new grain elevator at Berlin, Conn.

C. F. Wilbur has opened a new grain elevator at Taunton, Mass.

Sitley & Co. of Camden, N. J., are building a warehouse and elevator at Cape May, N. J.

The Delaware Milling Co. will construct a new grain elevator at East Branch, N. Y., in the early spring.

A \$5,000 addition is being added to the elevator at the plant of the Quaker City Flour Co. in Philadelphia, Pa.

E. T. & H. K. Ide of St. Johnsbury, Vt., are enlarging their elevator and will install a Fairbanks automatic scale.

The Emmitsburg Railroad Co. is building a 5,000-bushel grain elevator at Emmitsburg, Md., for Frizell & Boyle.

The Pittsburg Transfer Elevator Company will be incorporated by T. C. Gabler of Pittsburg, to build elevators and deal in grain.

The Taunton Grain Co. has just acquired some more land at Taunton, Mass., and will erect new elevators and warehouses, it is understood.

Frank V. Cyphers, John D. Ward and Samuel F. Frome have incorporated the Cyphers Co. at Newark, N. J., with a capital stock of \$50,000. The company will deal in grain.

P. Derby & Co. is the style of a new grain firm at Gardner, Mass., recently incorporated with a capitalization of \$500,000. Arthur P. Derby is president; George Hodgman, vice-president; Ashton P. Derby, secretary and treasurer.

The Marlboro Grain Co. of Marlboro, Mass., will erect a 25,000-bushel grain elevator which will be completed by June 1. It will be 60 feet high and contain 2,500 feet of floor space. Though the frame is of wood the roof and sides will consist of galvanized iron. Twelve bins 24x32 feet in size will be supplied and the plant will be equipped with the most modern machinery.

Safeblowers entered the grain and hay office of W. T. McLaughlin at West Roxbury, Mass., the night of February 28, and got away with \$900. The outside doors of the safe were blown off with nitroglycerine and the inner doors then battered in with a sledge hammer. A number of bags of grain were piled about the safe to deaden the noise of the explosion, and worked admirably. As the burglars worked they noticed a quotation hanging over the safe which read, "Be pleasant every morning until 10 o'clock. The rest of the day will take care of itself." They left it.

OHIO, INDIANA AND MICHIGAN.

A Mr. Merrit of Haven, Ohio, will build an elevator at Yoder.

Burrell & Morgan will build a new grain elevator at Niles, Mich.

F. E. Slick, proprietor of a flour mill at Lynn, Ind., will erect an elevator.

Farmers in the vicinity of Elwood, Ind., are talking of building an elevator.

The Bippus Tile Co. succeeds the Bippus Grain, Tile & Brick Co. at Bippus, Ind.

George Bishop has sold his grain business at Columbus, Ohio, to McCallum & Smith.

C. W. Pontius has succeeded G. Gotterman & Son in the grain business at Lewisburg, Ohio.

Samuel Eash has disposed of his elevator at Shipshewana, Ind., and will move to Dodge City, Kan.

Scott Whistler, Levi Folk and S. M. Siegler are promoting an elevator at Mt. Cory, Ohio, which will cost \$12,000.

Fred Friedline has the contract to get out the plans for a 12,000-bushel elevator at Rising Sun, Ohio, for V. W. Bates.

Anderson & Shaffer have incorporated at Hamilton, Ohio, under the style of the Anderson-Shaffer Co., with a capitalization of \$100,000. Grain elevators and mills will be operated among other things. George K. Shaffer, Leigh A. Shaffer,

Stanley Shaffer, Harry G. Cass and William Swain are interested.

The capacity of the Owens Elevator at Saratoga, Ind., is to be increased by an addition with a capacity for 10,000 bushels of grain.

Jasper, F. D. and Anna Henry have incorporated the Henry Bros.' Grain Co. at Indianapolis, Ind., with a capital stock of \$2,000.

The recently incorporated Inglefield Milling Co. of Inglefield, Ind., will build a mill and an elevator in the immediate future. Henry Kissel is secretary.

Dunlop Bros. of Alger, Ohio, will build a new 15,000-bushel elevator. Fred Friedline is making plans and specifications for it. The elevator is to be built at McGuffy, Ohio.

E. A. Grubbs has sold his line of elevators at Cambridge City, Germantown, Straughns, Dunreith and Bentonville, Ind., to J. S. Hazelrigg of Cambridge City. The consideration was \$25,000.

L. H. Burns has sold his elevator at Mechanicsburg, Ohio, to J. S. Palmer of Shreve, and H. M. Brown of Loudenville, Ohio. It is reported the transaction was for \$7,500. Possession will be given on March 14.

C. C. Kent and A. D. Washburn have formed a partnership and purchased the Rider Grain Co.'s Elevator at Kentland, Ind., which was established twelve years ago. The new firm of Kent & Washburn takes possession April 1.

Incorporation papers have been granted the Reed Elevator Company of Zanesville, Ohio, which is incorporated for \$10,000. George W. Hivnor, E. E. Reed, Charles W. Truesdell, Lura B. Reed and George F. Hayward are interested.

Burglars dynamited the safe in the Woodbury Grain Elevator at Woodbury, Mich., one night last month and secured \$175. A piece of the safe struck the stove, scattering live coals about the room, but the building did not take fire.

SOUTHERN AND SOUTHWESTERN.

G. F. McCrueley will build an elevator at Inola, I. T.

The Mobile & Ohio Railroad has acquired a large grain elevator at St. Louis.

Frank Schoonover has headed a movement for a \$6,000 elevator at Pond Creek, Okla.

J. C. Street has bought out the grain business of J. B. Ferguson at Goldthwaite, Texas.

G. M. Waller and Ben Satterwhite have formed the Crockett Grain Co. at Crockett, Texas.

Plaine & Koiner, grain dealers at Crimora, Va., have been succeeded by Plaine, Koiner & Co.

E. J. Wagner is building a new elevator at Sunny Slope Stock Farm in May Valley, Lamar, Colo.

G. B. Ehrhard & Co. succeed Ehrhard & Wagoner in the grain business at Nashville, Tenn.

A 10,000-bushel grain elevator has been started at Binger, a new town in Caddo County, Oklahoma.

The Plains Grain & Lumber Co. of Happy, Texas, has increased its capital stock from \$25,000 to \$35,000.

P. H. Pelky & Co. have commenced work on the elevator at Tulsa, I. T., for which they have the contract.

The Harrington-Plumber Mercantile Co. succeeds M. C. Harrington in the grain business at Denver, Colo.

Eli. S. Lewis, manager of the Glendale Grain Co., is asking for bids for a 50,000-bushel grain elevator at Glendale, Ky.

A stock company is being organized at El Campo, Texas, to erect an elevator for rice. It is expected to sell \$15,000 worth of stock.

In connection with the new Pritchard Rice Milling Company's plant at Houston, Texas, will be erected a 50,000-bushel elevator.

The Bryan-Perry Grain Co. has been incorporated at Bay City, Texas, with a capitalization of \$10,000. W. Joel Bryan, S. S. Perry, M. S. Perry and V. L. Letulle are interested.

W. G. Miller is president of the Muskogee Grain Co., capitalized at \$10,000 and incorporated to do business in Muskogee, I. T. W. P. Miller is secretary and D. Z. Burke is treasurer.

Notice of an increase of capital from \$25,000 to \$30,000 has been received from the Wheatland Grain & Lumber Company of Wheatland, Okla.

The Hardy Grain Co. of St. Louis, Mo., has purchased the elevator and business of the Humboldt Mill and Elevator Co. at Humboldt, Tenn. J. R. Evans has been retained as manager. A new warehouse will be erected.

Vice-President Spencer of the New Orleans Terminal Co. is reported to be in New Orleans, La., at present, investigating the field as regards the erection of a 1,000,000-bushel grain elevator to take the place of that now in operation on the Terminal company's property at Chalmette. Presi-

dent A. J. Davidson of the Frisco railway stated that the Terminal company would operate its own elevators.

Articles of incorporation have been granted the Burleson Mill & Elevator Co. of Burleson and North Fort Worth, Texas. The capitalization is \$25,000, and the incorporators are J. A. Stephenson, M. Sanson of Fort Worth, W. P. Lace and G. W. Bransom of Burleson.

The Hardy Grain Co. of Union City, Tenn., has increased its stock from \$100,000 to \$150,000, and will add a 500-barrel flour mill to its elevator. The company has also purchased the 150-barrel mill at Humboldt from the Humboldt Mill & Elevator Co. A new warehouse is to be constructed at this place.

The foundation for the new 250,000-bushel elevator being built at Oklahoma City, Okla., by the Capital Grain & Elevator Co., has been completed and is in charge of H. C. Clark of Colfax, Ind. The building is to be 46x56 feet and 140 feet high. It will cost \$40,000, and will be in operation about May 1.

C. B. Fox, manager at New Orleans, La., for the J. Rosenbaum Grain Co. of Chicago, Ill., which has operated the Chalmette Elevator at that place, has relinquished the lease and on March 1 turned the control of the elevator back to the New Orleans Terminal Co., the lease having expired. Hereafter the only grain handled through the elevator will be that which is brought into the city by the Mobile and Ohio and New Orleans and Northeastern railroads, Frisco grain being handled under the present traffic arrangement through the Illinois Central terminals. The Chalmette Elevator was one of the few export grain elevators in the country held under lease by a grain exporting firm subsequent to the agitation which started the Interstate Commerce Commission's investigation of the grain business.

CANADIAN.

The Alberta Pacific Elevator Co. will erect a commodious elevator at Bawlf, Alta.

It is reported the Alberta Pacific Elevator Co. will build an elevator at Red Deer, Alta.

The Winnipeg Co.'s elevator at West Selkirk, Man., burned early last month at a loss of \$10,000.

There is a proposition on foot for establishing the government ownership of elevators in Manitoba.

Incorporation papers have been filed by the Bull & Snell Elevator Co., with offices at Yorkton, Sask.

A warehouse is being built by the Imperial Elevator Co. in connection with its elevator at Frobisher, Sask.

Recently the Export Elevator Co. of Winnipeg, Man., voted to decrease its capital stock from \$500,000 to \$389,200.

Archer & Simpson, grain and flour dealers at Innisfail, Alta., have dissolved by mutual consent, and John A. Simpson will continue the business alone.

It is figured that 23 per cent more grain was exported from Montreal, Que., last year than in 1905. To be exact, 56,812,000 bushels were exported.

D. Coutts and John Craik of Argyle, Minn., recently purchased a grain elevator at Regina, Sask. Mr. Craik will remain in charge, while Mr. Coutts will retain his position with the Farmers' & Merchants' Elevator Co. at Argyle.

At the annual meeting of the Pincher Creek Mill & Elevator Co. at Pincher Creek, Alta., officers were elected are as follows: President, M. McDonald; vice-president, Chas. Kettles; secretary, T. J. Moore; directors, T. Lebel, E. J. Mitchell, J. J. Scott, W. R. Dobbie, F. Pelletier.

Efforts are being made to induce the Canadian government, which will build a 1,000,000-bushel grain elevator at Port Colborne, Ont., to return to its original idea and make the plant one of 2,000,000 bushels' capacity. Vesselmen say that, as it is to be so located that all deep-water vessels may dock alongside, that it could be filled in a hurry by three or four modern-sized carriers unloading into it at once. Another argument being brought into service is the fact that all elevators of the Georgian Bay are too inadequate to handle the grain.

One day last month a spectacular raid was made by the Winnipeg police upon the offices of the Canadian Stock & Grain Co. George W. Wood, the president, and all of the employees were arrested and the books and papers seized. The charge was placed against them of operating a bucket-shop. J. J. Carrick of Port Arthur, Ont., also alleges that Wood defrauded him out of \$1,000 which had been placed in his hands for investment. The arrested parties have been al-

lowed a continuance in their cases and Wood is out on a \$3,000 bail bond.

Turner & Co. of Melpert, Sask., have connected their elevator with their mill and can now operate both by the same power.

The Canadian Society of Equity is being organized at Edmonton, Alta., to control grain prices by erecting its own elevators. It will be capitalized at \$60,000. J. M. Moran of Fort Saskatchewan, Alta., is president; W. B. Ball, Salisbury, Alta., is vice-president; W. J. Keene, Edmonton, Alta., is secretary and treasurer.

WESTERN.

A farmers' wheat warehouse may be erected at Krupp, Wash.

The Wolf Co. of Chambersburg, Pa., is installing an Imperial Wheat Washer and Dryer for the Tacoma Grain Co. at Tacoma, Wash.

Recently articles of incorporation were issued for the Farmers' Independent Grain & Produce Co. of Waukon, Wash., which is capitalized at \$5,000.

A Mr. Wandall of Spokane is promoting a farmers' elevator company at Waverly, Wash., to handle grain loose in an elevator to be built, instead of in sacks.

The Farmers' Alliance of Bozeman, Mont., will build elevators at Bozeman, Belgrade and Manhattan this spring. There are at present 13 elevators in the valley, with an aggregate storage capacity of 1,500,000 bushels of grain. But as the yearly output of grain in the territory covered amounts to between eight and ten million bushels the farmers believe that added storage facilities are necessary.

F. M. Miller of Fresno, Cal., recently acquired the Balfour-Guthrie Elevator Co.'s string of elevators in Fresno, Kings and Tulare counties, and also the G. W. McNear grain warehouses, which give him practical control of the grain situation from the San Joaquin Valley to the Tehachapi. His investment represents more than \$50,000, and he now purposes to realize on it by organizing the Valley Grain & Warehouse Co. He now owns elevators at Jamison, Caruthers, Sangers, Reedley, Dinuba, Cutler, Loveall, Sultana, Tarusa, Exeter, Lindsay, Stratmore, Lois, Terrabella, Ducor, Orrio, Tipton, Goshen, Guernsey and Lemoore.

DAKOTAS.

Two new elevators are promised for Heaton, N. D.

A farmers' elevator may be built at Pukwana, S. D.

Will Ryman is building a new grain elevator at Waruer, S. D.

The John Grueber Co.'s Elevator at Tolna, N. D., is completed.

A. J. Murray has purchased the Bagley Elevator at Bath, S. D.

J. E. Regan of Eureka, S. D., will build an elevator at Leola.

A farmers' elevator company is being organized at Letcher, S. D.

A farmers' elevator company is organizing at Woodstock, N. D.

There is some talk of a farmers' elevator company at Booge, S. D.

The Osborne-McMillan Elevator Co. has closed its plant at Wyndmere, N. D.

The Russell-Miller Milling Co. will erect an elevator at Jamestown, N. D., this spring.

An addition is being built to the Farmers' Elevator Co.'s elevator at White Earth, N. D.

A farmers' elevator company with \$5,000 capital stock will be organized at Park River, N. D.

Luther and Charlie Clark of Marion, S. D., are transforming the mill at Hurley into an elevator.

Work on the Pacific Elevator Co.'s new elevator at Leola was completed the first week in March.

The Toronto Farmers' Alliance Elevator Co. of Toronto, S. D., has decided to rebuild the burned elevator.

A farmers' elevator company will build an elevator at Herrick, S. D., a new town on the Northwestern.

Work has commenced on the new elevators and mill the Russell-Miller Milling Co. is building at Minot, N. D.

Breckenridge & Santelman have sold their elevator at Wilmot, S. D., to John F. Schwantes and O. W. Knederling.

Andrew Armour has purchased J. E. Boudey's elevator at Hecla, S. D., and the former owner has gone to California.

Fred Ahlbrecht & Sons, owners of an elevator at Staples, Minn., in writing to have the "American Elevator and Grain Trade" sent to them, say they are going to build a few elevators in North

Dakota this spring and desire to get in touch with the trade.

Grain is being received at the Pacific Elevator Co.'s new plant in Wetonka, S. D., where W. Brearton is in charge.

A. Durisch has sold his interest in the elevator at Emery, S. D., to P. T. Fissel, and has acquired an elevator at Plankinton.

F. L. Ihrke is temporary president and N. E. Bjerke secretary of a farmers' elevator company being organized at Butler, S. D.

Frank O'Connor of Flandreau, S. D., will erect an elevator at Ward. The farmers' organization has given up the idea of building.

The Judson Mercantile Co. of Judson, N. D., is planning to build an elevator this spring. William Behrbaum is in charge.

Martin G. Myhre, Nels Kjos, Dan Ulrich and others are organizing a farmers' elevator company to build an elevator at Balfour, N. D.

A farmers' elevator company was the chief topic of discussion around the stove at Brasseth's store in Lone Tree, N. D., on March 6.

E. C. Vance, Peter Scott, Nels Pearson, L. Waterman and A. J. Schmidt are promoting a \$10,000 farmers' elevator company at Des Lacs, N. D.

H. H. Dwight has sold his elevator at Avon, S. D., to the Hunting Elevator Co. of McGregor, Iowa. B. L. Wilcoxon will remain as manager.

D. S. Warcutt, F. A. Flood and others are organizing a farmers' elevator company at Valley Springs, S. D. About \$2,000 has been subscribed.

It is proposed to organize a farmers' elevator company at Watertown, S. D., with a capital stock of about \$10,000. A 60,000-bushel elevator will be built.

Hall Bros. have bought out Mr. Uhler of Belle Fourche, S. D., and the hay and grain firm is now known as Gass & Hall. Tom Hall will devote his undivided attention to the business.

George Hasse is president of the new farmers' elevator company at Warner, S. D., which has just been organized at \$20,000. C. H. Creed is secretary and C. J. Hogeboom is treasurer.

With a capitalization of \$25,000 the new Farmers' Elevator Co. at Kampeska, S. D., expects to build a 35,000-bushel elevator. W. S. Murray is the company's president and L. S. Tracy is secretary.

At Courtenay, N. D., it is reported Agent Kellogg of the Royal Elevator and other elevator men are much concerned lest they will not be able to get their outside bins moved before the spring break-up, and considerable wheat will be destroyed on account of water.

THE MIXING OF GRADED GRAIN.

Lamentable as the fact is, for some years past the practice of mixing into high grade wheat inferior grades by certain private firms and elevator companies has been going on; and, strange as it may appear, up to the present the proper authorities have not seen fit to interfere. Neither, as far as can be learned, is there any reason to suppose that men whose immediate interests are involved have not done anything toward action against an evil which affects not only their own interests but those of the entire country.

The shipment of this mixed grain by these companies as No. 1 hard or No. 1 northern has been going on for some years past. That it is criminal goes without saying, and that it is carried on is well understood, and no great effort would be necessary in order to lay bare one of the most disgraceful incidents in Western commercial history.

The milling interests for some time past, both in Eastern Canada and Great Britain, have had reason to find fault with the quality of our grain. If they have not discovered the cause of their complaint about flour ground from consignments of Manitoba wheat shipped by these very companies, perhaps, all things considered, the sooner proper steps are taken by the regular authorities in order that not only those who are guilty may be punished, but also pro bono publico, the outside world may be reassured as to the true quality of our grain.

Once let our wheat fall into bad repute the cost to the country will be beyond the power of the most capable to compute. It is to be hoped that both the Board of Trade and the Grain Exchange will take active steps in the near future to unravel and expose this disgraceful state of affairs going on in our midst.—Winnipeg Market Record.

Fargo, N. D., proposes to put a city license tax of \$100 per month on "stock and grain commission houses." The Commercial Club opposes the tax.

THE EXCHANGES

George M. Reynolds has been re-elected treasurer of the Chicago Board of Trade clearing house committee. He is president of the Continental National Bank.

The twenty-fourth annual report of the New Orleans Board of Trade has been received. It is a book of 167 pages, giving a review of the business of the port for the year 1906.

The Chicago Board of Trade rule relative to the delivery of No. 3 corn on contracts has not been changed. No. 3 is still deliverable at the 5-cent penalty. It was proposed to amend this rule, but the amendment failed to secure the requisite number of votes.

The Chicago Board of Trade took no part in securing the passage of the Indiana law making it a felony to conduct a bucket-shop in the state. The law passed both houses of the Indiana legislature by overwhelming majorities, but the Chicago Board was not actively engaged in pushing the measure.

Little Rock, Ark., grain men have presented a set of resolutions to the state legislature requesting that the law makers give the grain men a hearing before passing any law dealing with bucket-shops. It is feared that a bill may be passed which will effect legitimate brokers, although not aimed at them.

The grain committee of the St. Louis Merchants' Exchange, composed of Chas. Bernet, chairman; T. B. Morton, Bert H. Lang, John Dower, E. Hodgkins, Edward Devoy and W. T. Hill, recently adopted a resolution requesting the board of directors to petition the Illinois Railway and Warehouse Commissioners to rescind the present tare rule on grain unloaded at East St. Louis elevators. The rule has been in force for years. It allows the deduction of fifty pounds on all cars of grain of a capacity of 40,000 pounds or under, and 100 pounds on all cars having a capacity of over 40,000 pounds. This is not done on grain unloaded on the St. Louis side by the Merchants' Exchange, which gives full weight.

The lack of elevator facilities at the Philadelphia terminal of the Pennsylvania Railroad is so seriously handicapping the trade that the grain committee of the Commercial Exchange has appointed a sub-committee, consisting of Geo. G. Omerly and L. G. Graff, Jr., to secure relief. This committee will work in harmony with the transportation committee, and an effort will be made to induce the railroad company to build a new elevator. James L. King, president of the Exchange, and Samuel L. McKnight, chairman of the grain committee, are insistent on this point. They declare that the interests of the grain trade at the port must be provided for, and that the recent tie-up of cars is sufficient evidence that the Pennsylvania Railroad has not adequate storage capacity at Philadelphia.

The following proposed amendments to the rules of the Duluth Board of Trade were voted on March 13. First—The unloading of any car of grain bought by sample shall constitute the acceptance of same by purchaser, provided that where, in the process of unloading, any portion of a car is found to be plugged or of quality inferior to that of sample upon which the grain was sold, the purchaser shall accept the portion of the car unloaded and the remainder shall be left in the car subject to the order of the seller, who shall be immediately notified by the elevator company unloading the same. Second—The purchaser of any car of grain who is not satisfied with the grade and dockage at which the purchase was made, shall have no right to call reinspection or appeal the grade without notifying the owner in writing. The owner must then object or consent to the calling of reinspection or appealing of this grain within one-half hour after receiving such notice.

A special meeting of the board of directors of the Milwaukee Chamber of Commerce was held on March 1 to consider a proposed change in the inspection system. It was proposed to organize an official sampling bureau, through which all grain offered on the Milwaukee market would have to pass for inspection and decision as to its grade. By a vote of 7 to 1 the committee decided to take no action. This stand is explained in the following resolution: "Whereas, In reference to a petition in behalf of the official sampling of grain of the Chamber of Commerce the committee on rules to which the matter was referred by the board of directors of the Chamber of Commerce has had the matter under consideration and has made diligent effort to frame amendments to the rules in

order to carry out the purpose and has reported the result to the board of directors; and Whereas, Hearings have been held at which was manifested a radical disagreement on essential points between the millers, maltsters and brewers on the one hand and the representatives of the country shippers on the other hand, so that no result mutually satisfactory seem probable; therefore, be it Resolved, By the board of directors that no further action be taken in the matter."

DETROIT ELECTS OFFICERS.

The annual election of the Detroit Board of Trade was held on March 5. The following officers were chosen: President, John Wynne, Jr.; first vice-president, John Croydon; second vice-president, George Beck; directors, Laban A. Parsons, James T. Shaw, Alex J. Ellair, John T. Hornung, Charles M. Carran, Arthur S. Dumout, Fred J. Simmons, F. William Lichtenberg; committee of arbitration, John Croydon, David Stott, G. L. Fleitz, A. E. O'Donnell, W. A. Waldron, Robert Henkel, D. O. Wiley, William Carson, William Northwood, H. E. Botsford; committee of appeals, F. M. Sheffield, H. B. Simmons, Charles Clarke, C. A. Cullen, A. J. Ellair, H. A. Lauhoff, H. F. Zink, F. Cronenwett, W. C. Houghton.

[For the New England Grain Dealers' Association.]

UNIFORM GRADING OF GRAIN.

BY HENRY L. GOEMANN.

In the matter of the uniform grading of grain, there has been a great deal of complaint for several years past because of the variation of the grades in the different markets and the inability of the country shipper to get a uniform grade on his shipments; in consequence of which he quite often was compelled to take less for his grain in one market than he could have gotten in another because of the grade.

This agitation has brought about strained conditions, and some of the grain exchanges, in order to conciliate the country shipper, have reduced their grades, hoping in that way to restore their business and to satisfy the country shippers from the West. On the other hand, this has had a tendency to dissatisfy the Eastern buyer who has been getting grain below the required grade. Thus, you see, what was a benefit to one was an injury to the other; and, therefore, the only right and just way of correcting this matter is by having uniform grades in all the markets, both as to phraseology and in fact.

The Uniform Grades Congress adopted uniform grades of grain, which eliminated all the indefinite terms that heretofore had been used in the phraseology of these grades and put them on a definite basis; that is, a percentage basis, with the exception of barley, on which grain the recommendations of the Chicago Barley Association were adopted, as they are the principal handlers of western barley. These grades of grain are for the man shipping grain from one state to another; and they do not prevent any market from making special grades to fit the special quality of grain which they may receive from local or nearby territory.

To my mind, the inspection of grain in accordance with these uniform rules as adopted at Chicago is the only correct way to inspect grain and the only just and fair proposition to both the producer and the consumer as well as to the dealer. It gives to the man who produces good grain the price that he is entitled to, and to the man who buys a good article it gives what he has bought, and not something inferior, because the grade he bought had such a big leeway that anything could pass that grade.

In the matter of corn, it seems to me that the moisture test is absolutely the only way in which corn should be graded. It is not right to have a grade of No. 3 corn vary anywhere from 5 to 7 per cent in moisture between the old and the new crop, which has been the case in most of the markets in the past. If a buyer, either in this country or in Europe, is buying in March or in June No. 3 corn, or the seaboard contract grade of No. 2 corn, which is about No. 3 corn in the West, and which during that period of the year, we will say, contains about 12½ per cent of moisture on an average, he should not be compelled six months later, when the new crop is moving, to take corn with the same inspection certificate of grade and which then contains 17½ per cent of moisture; for if the corn at that time contains this increased moisture, it should be put into a lower grade, and the buyer should know that he is getting an article containing more moisture. The argument heretofore has been that the customer understands he is getting new corn that contains more moisture and that no deception is being practiced. That may be

true to a certain extent, but at the same time he is compelled to take corn with more moisture and stand the extra risk, and the grade is certainly not the same. Now, if the corn is not of the required quality and grade, it can be brought up to the required quality by the use of the kiln drying processes which are in use all over the country, and the buyer thus be given exactly what he has bought.

By adopting a uniform percentage throughout the year, you establish a grade whereby the buyer knows what he is getting; and, on the other hand, if the corn is not of the required grade, the producer cannot expect, either through law or through the misgrading of his corn, to be entitled to a higher grade; therefore, in order to reach this higher grade, he should either have to pay the cost of drying or carry the corn until that period of the year when it will meet the requirements. In the latter event he has the shrinkage and carrying charges to contend with, and, therefore, the discounting of the corn, as it moves to market early in the season, when it contains the extra amount of moisture, is no hardship to him and he is simply offsetting what he is willing to do when he carries the corn until spring. He, therefore, assumes the burden of having his corn in good shape and does not put this burden on the buyer, where it does not belong.

The United States Department of Agriculture has been experimenting for quite a number of years to determine the amount of moisture that corn should contain, and about three years ago it adopted the tables which practically have been adopted and recommended by the Grain Grade Congress held in Chicago. Of course, these tables may not be correct at this time, but they are very nearly so, and investigations are now going on to determine whether this is a proper basis from which to start or not. However, as all things have got to have a beginning, we are taking that basis, and believe that it will be found to be pretty nearly correct.

In addition, the Agricultural Department, through Messrs. Duvel and Brown, has perfected an apparatus for testing moisture, which will within twenty minutes give the amount of moisture contained in a sample of corn, thus helping to put the grading of corn on a moisture percentage basis to a point where it can be commercially adopted and used.

Mr. Shanahan, grain standardization expert of the Bureau of Plant Industry of the Department of Agriculture, demonstrated this apparatus at the Grade Congress in Chicago, and it was the opinion of the delegates there that the apparatus had been brought to a point where it was practical and could be used by the grain markets at large. The idea is to install this testing apparatus at different points, and to instruct the inspectors through actual tests just how to find the moisture that the grain contains. Then in case of appeal, sealed type samples can be submitted to the laboratory, or to the official operating the apparatus, for verification, and as this can be done in the short period of twenty minutes, it enables the apparatus to be a factor in determining the final grade upon appeal.

I would further say that I am so much interested in this matter, believing that the proper way to grade corn is by moisture test, that I have ordered one of these apparatuses, which is now about perfected. I have also had one of my employees enter the government laboratories at Baltimore and Washington to be instructed in the proper use of the apparatus. I hope within two or three weeks to have this apparatus installed at our Mansfield elevator, and all corn that we receive and ship will be tested for moisture and graded accordingly. I hope to demonstrate that this method of grading is feasible, and also to find out just what percentage corn can contain and be carried safely to the seaboard at all times of the year, so that a proper basis may be found for the grain dealer, whether located East or West, as to what percentage of moisture the corn can contain and stand shipment without heating.

Our association has had copies printed of these uniform grades of grain, and we are earnestly recommending same to all the grain exchanges for adoption. We are using our best efforts to that end, and I hope that the gentlemen present will be interested enough to ask for copies, which we will gladly furnish, and that after studying same carefully they will write their correspondents in the various markets, recommending that these grades be adopted. I believe that if the grain trade at large will take a deep interest in the matter, that it will only be a short time until the grading of grain will be done scientifically, uniformly, correctly, honestly and fairly, both East and West.

I am opposed to government inspection, as I

do not believe that the government should undertake work of this kind, but I do believe that the work of the government, as I understand the Department of Agriculture is doing it, is of great benefit, and that the grain trade at large should therefore work in connection with the Department of Agriculture and co-operate with them in the project of grain standardization, and that they should work together in every way consistent with the customs and practices of the grain trade.

COMMISSION

Broughton & Nickels, grain commission, Chicago, have dissolved.

Calkins & Eagan, grain commission, Chicago, have been succeeded by L. A. Calkins & Co.

John Buerger, a prominent member of the Milwaukee Chamber of Commerce, is again on 'Change, after an absence of some length, caused by a broken leg.

The W. R. Hall Grain Co. has been incorporated at St. Louis with a capital stock of \$50,000, fully paid up. The incorporators are W. R. Hall, W. H. White and J. V. Botto.

Dudley M. Irwin, the well-known commission merchant of Buffalo, N. Y., announces the removal of his offices from Room 71, Old Chamber of Commerce Building, to Room 1117, New Chamber of Commerce Building.

"Making Good" is the title of a snappy booklet issued by C. L. Dougherty & Co. of Chicago to advertise their special grades of oats. This house makes a specialty of high-grade oats and sells only to jobbers and grain dealers. The booklet will be sent free to dealers who are interested.

A. B. Black, for the past eighteen months manager for Norton & Co. of Chicago, has gone to Buffalo, N. Y., and become associated with Charles Kennedy & Co., a well-known grain firm. Prior to his connection with Norton & Co., Mr. Black was manager for the Duluth-Superior Milling Co. He is one of the leading wheat experts in this country.

Emil C. Butz, manager of the barley department of Rosenbaum Brothers, Chicago; Oscar J. Ruh, manager for Albert Schwill & Co., and E. Griesbach left Chicago February 17 for a trip to Cuba via Florida. The trip occupied about two weeks, and they visited St. Augustine, Palm Beach, Miami, Key West and Havana. Mr. Butz took about 200 pictures of scenes of the trip.

At the recent annual meeting of the Merchants' Grain Co. of Chicago, Luverne A. Lewellyn was elected president, George S. Bridge vice-president and H. H. Freeman secretary and treasurer. The firm has been in existence now about two years and has established a very profitable business. Mr. Lewellyn, the new president of the company, has been associated with the grain business in Chicago for the past seven years and has a wide acquaintance among shippers tributary to the Chicago market.

The Early & Daniel Co. of Cincinnati has purchased the business and assets of Brown & Patterson, of the same city, for a reported consideration of approximately \$25,000, the transfer taking place on March 1. The firm of Brown & Patterson consisted of William Brown and Louis Patterson, and is one of the oldest grain houses in Cincinnati. The elevator is located on a leasehold on Pennsylvania Railroad property in the East End, which lease still has a considerable period to run. It is the intention of the new owners to improve the plant by extensive additions. The present elevator has a capacity of about 22,000 bushels. The business has been completely absorbed, and will be operated as a branch of the Early & Daniel Company. Frank Brown will probably continue in charge of the house.

WHY HOT SPRINGS IS POPULAR.

Why do so many Minneapolis members of the Chamber of Commerce and so many grain men generally go to Hot Springs, Ark.? This has long been a puzzler. At any time during the winter Minneapolis men may be seen there, also an occasional visitor from Duluth and a great many from Winnipeg, for it is a popular resort for the Canadians.

It has remained for P. B. Smith, president of the Minneapolis Chamber of Commerce, to learn the secret. Mr. Smith recently returned from a two months' visit there.

"I noticed," said Mr. Smith, "that a great many of the guests at the hotel were going over to a

place near by, where a Chinese clairvoyant held forth. His name was Fon Lee. I had lived a long time and had been able to get through life fairly well without the aid of any clairvoyant, and as I had little use for such fellows anyway, I was deaf to all entreaties that I should go over and have my fortune told. But finally, to please my friends and for amusement, I went over, gave Mr. Chinaman one plunk, said 'Give me a dollar's worth of it,' and sat down. He told me to write three questions on a paper.

"He could not see what I wrote. If there was any way by which the table recorded the questions, or whatever the trick was, it was the most ingenious thing I ever saw, or, if it was on the square, then I leave the solution to someone that knows more about psychology or mind-reading than I do, but certainly he answered questions one and two all right. How he knew what they were is too much for me, but his answers fit them.

"For the third question I wrote: 'What will wheat do?' There I thought I had Mr. Chinaman floored. To my astonishment he replied, 'I would not buy now, it will be lower.'

"I quit. I figured that I had a dollar's worth, and besides, it was altogether too spooky for me. When I got back to the hotel I picked up a newspaper just to see what wheat was worth and found the Minneapolis price about 82 cents for May. I thought no more about wheat until I returned to Minneapolis and then found that Mr. Chinaman was all right, for the price was much lower.

"Then it was all clear to me why Charlie Lewis, Jim Patton, John W. Gates and the rest of them spend so much time at Hot Springs, and why so many of these Canadian fellows are found at the West Hotel or the Minneapolis Club at intervals, when on passage. They go to consult the oracle.

"If he can make good as he did in my instance, the boys ought to get together, buy out his business and move him to Minneapolis, where he could be installed for the private guidance of the members of the syndicate."—Journal.

MIDWINTER CROP REPORTS.

They are like some grass widows. You may think we have been deceived. We have, but not by any grass widows. Our face protects us from them. We have seen wheat fields which looked dead in March yield a good crop. Southern Indiana miller, who last week said the wheat crop there looked like sauerkraut, now says the recent rains have improved the color wonderfully, making it much greener and healthier looking. It now looks more like a blushing maiden than a grass widow.

Don't be a localizer. Open your eyes and watch the crop prospect in other sections. Yours may be unfortunate. There is always some damage. Ohio, Indiana and Michigan complain more than the other states, except Texas, where they are "buggy." Southwest sends favorable reports. Kentucky usually makes a March report. It will be the first official gun fired this spring. It may make a very favorable showing, but they do not raise much wheat.

Missouri will not issue any March report. They did a year ago, when the wheat condition was 87, and afterward declined to 77 in June. Yield per acre, however, was the largest they ever had, making the total crop 35,000,000 bushels. Acreage sown last fall was increased 5 per cent and the December condition was 82, but the government called it 91.—King & Co.

"GREEN BUG."



The "green bug" is reported to have just about ruined the wheat crop in Texas; is now running through the fields of Oklahoma, and liable to hop over the state line into Kansas. Bears of course say the bug stories are greatly exaggerated, but the bull was helped by them this week. The latter does not care what sort of a bug it is—green bug, gold bug, chinch bug, or bed bug, just so the market goes up.—Zahm's Red Letter (in green in the bug's honor).

HAY AND STRAW

The New York Central has placed another embargo on hay.

Owing to the car shortage there is danger of a famine of hay at Brockton, Mass.

A new storehouse, 50x150 feet in size, has been erected by the American Hay Co. at St. Albans, Vt.

A hay shed belonging to Bagley & Potter at Auburn, R. I., collapsed recently under the weight of snow.

J. D. Crain's hay warehouse, containing a large quantity of baled hay, was burned down at Port Lavaca, Texas, on February 16.

In Chicago the best grade of prairie hay remains firm, as the supply is light, though medium grades are abundant. Straw is steady.

Howard S. Rickerson, formerly of the firm of Williams & Rickerson, but more recently with Charles L. Rickerson & Sons, hay dealers of New York, is now treasurer for P. L. Lynch & Co.

At Cananea, Mex., a decided scarcity of hay is reported because of the increased amount of stock in the vicinity and to delays in transportation on lines in the United States from where the hay is shipped.

W. A. Donaldson, a hay and grain dealer at Johnson, Wash., figured out the quantity of hay on the Genesee branch of the Northern Pacific Railroad waiting for cars that are hard to get. He estimated 4,290 tons of hay were on hand.

A large hay shed belonging to the Knaur-Lindsay Grain Co., at Denison, Texas, burned down last month and about 4,000 bales of hay were burned. It is believed an incendiary started the blaze. The building and contents were insured for \$1,500.

On February 15 the Northern Central Railroad placed an embargo on hay consigned to Baltimore because it needed the cars for other freight. The only exceptions are shipments from private sidings and for export. It is understood Baltimore is well supplied with hay.

T. D. Randall & Co., Chicago, say March 12: The market for hay is easier and we look for it to go a little lower; offerings are liberal and trade is just fair. We advise to let hay come along, as we feel that prices are as good now as they will be for the next 30 days.

About March 8 a stronger hay market developed in New York because of the lighter receipts due to embargoes the railroads have placed on the product. No. 1 hay was rather scarce and there was a good call for No. 2 in large bales. Straw has been quiet for some time. Receipts were rather light.

Some days ago Thomas Newton, a horse owner of national reputation, received a consignment of baled hay from Moravia, N. Y., and was surprised at finding a white marble tombstone buried in one of the bales. The stone was inscribed with the initials "R. B." and Mr. Newton declares he will not keep it, for the letters do not fit.

It is said a certain species of vetch called the Tangier pea has proved superior to all other kinds of hay in California, because its luxuriant growth has yielded as high as nine tons of food per acre. On account of its great amount of herbage, it effectually chokes out weeds. A large quantity of this seed is being selected and tested, with a view to its introduction next season.

Freeman Bros. & Co. of Chicago in their report March 12 say: Market steady though quiet for all except the top grades. Arrivals not large yet ample, as the demand is slow and rather inactive for the medium qualities which constitute the greater bulk of the offerings. Country roads are getting bad, and should a rainy period set in market would quickly feel its effects, as there is practically no hay stored here and the trade generally depend on the arrivals from day to day.

The car famine, too, continues unchanged and this, together with the bad roads, prevents the possibility of any large quantities reaching here in the near future. We know that hay is commanding good prices now, but what the future may do is uncertain. A certainty is better than an uncertainty.

Prairie—Market quiet and easy, with no material change in prices; offerings fair. With the approach of spring the many who have held their hay awaiting the outcome of winter will be ready to market their surplus, and which will, we think, owing to economies practiced and substitutes utilized, be greater than expected. The high prices current, as well as the difficulties in get-

ting cars this winter, have unquestionably held back much hay which under ordinary conditions would have either been marketed or fed. This hay will be converted into money and we believe the wise shipper is he who will get his here in the near future, before the many get theirs started.

Farmers of Eastern Ontario, and in some parts of Quebec, refuse to sell their hay, says the last issue of the Montreal Trade Bulletin, on the ground that the prospects are poor for the next crop, although one would think it is altogether too early to form any idea of what the prospects are likely to be, but we are told that indications which the ordinary observer cannot detect, point to another poor yield of hay for 1907.

Reports from Seattle, Wash., state that about the middle of last month hay was plentiful. Weeks before, when the famine was at its worst, local wholesalers scoured the four corners of the country for hay, going as far as Montana. Much of this Montana stuff is now arriving, together with large quantities from Eastern Washington. The Montana hay is poorer in quality than the Washington product, and is selling for \$2 less per ton.

"The hay market is somewhat weak," says the Seattle Trade Register of March 2, "with prices on timothy ranging from \$26 to \$27 per ton. Eastern Washington farmers, however, are not eager to let go their choice timothy and refuse to sell at present quotations. Owing to the prevailing car shortage, which prevented local shippers from moving hay, they have an overabundance on hand, for which they have no storage facilities. The future of the market is decidedly uncertain."

NEW ALFALFA BLIGHT.

A bacterial blight, the first disease known to endanger the alfalfa plant, has appeared, according to W. Paddock of the Colorado Agricultural Experiment station in a report recently issued: "Complaints have come to the experiment station from one locality for the past three seasons, of the dying out of alfalfa plants in the spring," says the report. "The growers scarcely believe that the trouble was due to winter injury, but point to the presence of numbers of small maggots in the decaying crowns to account for the dead plants, the injury being apparent in the numerous blackened stems from which a thick juice was oozing, plainly indicating a bacterial blight.

"The first evidence of disease is a short, weak and light-colored growth of the first crop, the stems, on close examination, showing that a majority are discolored, or nearly black, for a portion of their length, and drops of dried juice will be found on many of them. Such stems are also very brittle, and easily broken. The disease apparently does not kill many plants the first year, but in time so many of the plants die that the fields are useless. The disease evidently runs its course for the season with the first crop, and those plants which have sufficient vigor make satisfactory growth for the second and third cuttings and little or no trace of blight is seen during the remainder of the season. But the following spring a renewal of the outbreak may be expected. The plants begin to die after the blight has been abundant for more than one season, as the decay appears in the crowns of the plants and may involve the tap root. The crown buds are thus destroyed or the nutrition may be so interfered with that the plants die. Almost nothing is known of this blight as yet, consequently remedial measures cannot be discussed except that it seems to be advantageous to cut the first crop early."

ZAHM ON SCOOPERS.

"Scoop-shovelers" are still in the land, and what is more some are hired by members of recognized exchanges. They never operate in the same place, but are here to-day and there to-morrow. They have no money tied up in elevator property; pay no rent; don't contribute to the keeping up of a town, and yet are furnished cars by railroads, into which they load the grain bought from farmers. The regular grain dealer is at his place of business the year round, takes the farmers' grain from the beginning of the season to the end regardless of the quality of the grain and market conditions; has several thousand dollars invested in elevator and residence property, and then occasionally is obliged to compete with one or more of these scoop-shovelers. It isn't a square deal.—Zahm's Red Letter.

Peter Kerr has been re-elected chairman of the Chamber of Commerce grain standard committee at Portland, Ore. Alexander McAyeal is chief grain inspector.

BARLEY AND MALT

Henry Wissbeck, formerly with the F. Kraus Co., dealers in barley, etc., at Milwaukee, Wis., has severed his connection with that firm to establish himself in business in the Chamber of Commerce building.

It has been decided to double the capacity of the Winona Malting Co.'s plant at Winona, Minn., at a cost of \$200,000, the work to commence at once. Twelve additional steel storage tanks are to be constructed, but there will be little or no addition made to the machinery.

A 40,000-bushel grain elevator for the Francis Perot & Sons Malting Co. will be erected at Buffalo, N. Y., in the near future, by the William Steele & Sons Co. It will be constructed of reinforced concrete and will stand 170 feet high and 80x96 feet in dimensions. Nine tanks, each 90 feet high, will also be erected.

According to H. E. Blair of the Winona Malting Co. of Winona, Minn., ninety per cent of the barley grown in the vicinity of Winona last year has already been marketed. In the fall fancy barley brought as high as 40 and 45 cents and at the present time 50 and 55 cents is paid. The high prices paid last fall induced the farmers to market their barley early.

The North Star Malting Co. has let the contract to erect the addition to their plant at Minneapolis, Minn., to the Saladin Pneumatic Malting Construction Co. The building on Main Street will be 90x129, five-story, brick and steel, fireproof, of hollow terra cotta and concrete. The building at 720 Second Street northeast will be 34x110, five-story, of similar interior construction. The contract calls for the completion of the work by June 1.

The greater portion of barley used in English breweries is English Chevalier, but French and German barleys of a Chevalier type, also Egyptian, Cuchac and Smyrna barleys, are used. Chevalier and Thin Brewing California and Chilian are also malted, and Montana barleys have been found to produce very good brewing materials. The percentage of foreign grain will vary from 10 per cent to 50 per cent, the larger amount being used when English barleys have badly ripened.

The record price paid for barley in the history of Minneapolis was 61 cents a bushel for a carload purchased at the Chamber of Commerce on March 2 by an eastern buyer. When it is considered that North Dakota turned out 16,000,000 bushels of barley last year, that Minnesota produced 31,000,000 and South Dakota 22,000,000, that the older states, like Iowa, Wisconsin and California, held their own, and that the total of 178,000,000 bushels was raised in the United States, it would seem that there ought to be enough to go around, says the Minneapolis Journal. But if there is enough it is not where the maltsters can lay hands upon it. Probably the railroad tie-up through the winter is partly responsible. At any rate, there are about three buyers in Minneapolis for every car that comes in. As it is only within a few years that Minneapolis became the world's greatest primary barley market, one has to go to Milwaukee for price comparisons. There the business has been carried on since 1858. In the forty-eight-year period since then there have been some "corners" and some skyrocket performances in barley. No. 2 extra sold in Milwaukee in 1875 for \$1.30, in 1874 for \$1.80, and in May, 1868, the phenomenal price of \$2.65 was reached. But Minneapolis was not in the business then, and so, after a series of years of a price range of 35 to 40 cents, 61 cents there looks pretty high.

BARLEY IMPROVED BY STORAGE.

Windisch criticizes some opinions expressed by Moritz relating to the above in his "Technical Report to the Brewers' Society," 1905. In the early part of the season barleys do not malt so freely as when they have been stored for some time, this difference being manifested in a greater production of diastase, ready-formed soluble carbohydrates and soluble non-coagulable albuminoids by the latter than by the former. For some time Moritz had attributed this difference to internal changes taking place during storage, but investigation had not succeeded in establishing anything positive in that direction, and he had come to the conclusion that the external characteristics of the corn were different in autumn from what they were in spring, which fact had an influence upon water absorption in steep and sprinkling.

An examination of barley dust from stores and sacks showed that in addition to mould spores, bacteria and torula, an appreciable amount of wax was

present, up to 5 or 6 per cent. This wax, naturally adherent to barley when harvested, has been credited by Beaven with being responsible for the fixing of arsenic on malt from fuel gases during kilning. If, then, through storage the barley becomes more or less freed from wax, the pores are rendered more accessible to water in the steep and when sprinkled. This wax is similar to beeswax, and appears to be a mixture of several kinds; chiefly of a soft wax melting at 40 degrees and a hard one melting at 50 degrees. In consequence of the low melting point Moritz surmises that barley kiln-drying will affect the wax, and so influence germination processes. Moreover, cleaning and grading will exert an influence on the barley wax coating.

With regard to the above, Windisch maintains that researches at the Berlin Institute have shown that barley certainly undergoes changes in its composition during storage. He agrees that wax on the barley skin has a very great influence, not only on water absorption, but also on respiration, and adduces as evidence Reichardt's experiments in which barleys showing no vitality were rendered actively germinative by dissolving off the wax with alcohol and ether. For a similar reason lime water in steep has a favorable influence. Regarding the effect of barley kilning, however, Windisch holds entirely different views. He has proved that during drying changes occur within the husk, especially in the embryo, scutellum and neighboring organs, which not only affect water absorption but also osmosis of plant food and enzymes, and in this way drying directly influences germination. Barley wax melts, according to Moritz, at a temperature attained during kiln drying, and, consequently, it should melt during kiln-drying operations, but in this case it will sink still deeper into the pores, if possible, and certainly not become more readily removed than if the barley had not been dried at all.—Wochenschrift f. Brauerei.

IMPORTS AND EXPORTS.

Imports—	1906.	1907.
Barley, January, bushels....	111	7
Value	\$93	\$12
Seven months	15,980	84,474
Value	\$8,616	\$18,793
Exports—		
Barley, January, bushels....	2,164,399	851,629
Value	\$1,081,725	\$476,870
Seven months	11,194,578	6,680,693
Value	\$5,505,564	\$3,611,283
Malt, January, bushels....	204,511	31,572
Value	\$139,331	\$21,265
Seven months	635,688	214,730
Value	429,259	\$144,962

THE GOVERNMENT ON DURUM WHEAT.

The report of the Department of Agriculture, without pinning itself down, puts the durum wheat crop of the country at 50,000,000 bushels. Something like 12,000,000 bushels of this wheat have been sold for export so far this season, against last year's total of 10,000,000 bushels—the department's figures.

That it is still a great favorite with the department one has only to read that, "A number of experiments, including baking tests, have proved conclusively that it is equal to the best No. 1 hard spring wheat for making bread."

While it would be hard to find an echo among millers approaching unanimity following these remarks, the report points out evidence to its own satisfaction that there were several million bushels used last season for bread.

The improvement of the seed is being pushed by the department, the experiment stations in the Dakotas being the center of the investigations. The department appears to be satisfied that the variety known as "Kuhanka" meets the requirements for the northern districts, and farmers are urged to sow this type.

With the government working along these lines, the good markets which durum wheat has found in the export field last season and up to date in this, and the general favor which it seems to have incurred with the producer, the prospects for liberal sowing next year is very pronounced. Compared with last year, the increase has been in the neighborhood of 150 per cent. Naturally the question arises, Are we to have a crop next season of 125,000,000 bushels? Hardly, and yet with 50,000,000 bushels this year its proportion to the crop as a whole is big, next year the easiest supposition is that it will be still more so.

The department says that its increasing export demand ought to be strong evidence of its value to American manufacturers, and it is hoped that home consumption will increase much more rapidly. At the rate its production is increasing it would seem that for a healthy future something of this nature should take place.—Minneapolis Market Report.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Inspection and Warranty.

In an action for damages arising from an alleged breach of warranty made with respect to the quality of certain millet seed sold by the defendant to the plaintiff, the court gave the following instruction:

"The court instructs the jury that where a person purchases personal property, and before purchasing it inspects it, or has a reasonable opportunity to inspect it, and fails to do so, then the purchaser takes the property at his own risk, unless the seller expressly warrants the quality of the commodity sold; or where the contract is made by one to furnish to another a specific article of a particular description, or for use at another place, and the destination, purpose and use are known to him who agrees to furnish the article, and the article furnished is defective for the purpose and not according to the contract; and in this case, if the jury believe from the evidence that, at the time the contract for the sale of the millet seed in controversy was entered into by and between the plaintiff and defendant, the plaintiff inspected, or had a reasonable opportunity to inspect, said millet seed, then the jury should find for the defendant on the first count [based upon an alleged contract of warranty], unless the jury further find and believe from the evidence that the plaintiff disclosed to the defendant the purpose for which and the place where he intended to use said seed, and defendant represented and warranted said seed to be first-class and suitable for the purpose, or the defendant was informed by the plaintiff, or knew, that said seed was being purchased by plaintiff to be shipped to Pulaski County, Missouri, and there used and sold by the plaintiff to the farmers of Pulaski County for seeding purposes—in either of which events the finding and verdict should be for plaintiff, if the jury further find and believe from the evidence that said millet was damaged or unsound, and not reasonably fit for seeding purposes."

The foregoing instruction, the Kansas City Court of Appeals holds (*Moore vs. Koger*, 87 Southwestern Reporter, 602), correctly declared the law applicable to the facts of the case. The court says that the maxim of the civil law, that a sound price implies a sound commodity, though often employed to aid the implication of an agreement to warrant, is not recognized as a rule of our law, for the reason that it is considered as being too restrictive of the right which everyone has to make the best bargain possible.

The principles applicable to sales of personal property, when the buyer has had an opportunity to examine before buying, may be stated as follows:

The buyer must avail himself of opportunity and make reasonable use of his senses to discover defects. Failing to do this, he is without just cause of complaint if the article purchased is blemished with defects, the existence of which could have been ascertained, had he performed his duty. No agreement of the seller to warrant against such defects will be implied. The seller may praise his wares without stint. So long as he and the buyer stand upon an equal footing, each may deal with the other at arm's length in making a bargain.

With respect to defects, the existence or extent of which are not discoverable upon ordinary inspection, but which are known to the seller, an agreement to warrant will be implied from representations of soundness. The seller is not permitted to take unfair advantage from his superior knowledge.

If, before sale, the buyer discloses to the seller his intention to purchase the article for a special use, the latter, in making the sale at a sound price, agrees by implication that the article is free from hidden defects that would impair its usefulness for such purpose. Even want of knowledge of such defects will not relieve him, for his liability as a warrantor infixes the contract of sale by his assurance, express or implied, that the article is suitable for the purpose of its intended use.

Frances F. Hahn, daughter of the late John Niesen of Chicago, Ill., and conservator of the estate, commenced suit on March 1 to recover \$13,334 from her brother, Julius W. Niesen. She alleges that her father, who was unable to transact any business because of the effects of paralysis, was induced by him to part with his money in grain speculation. John Niesen, prior to January 1, 1902, was associated in the grain brokerage business

with James Crighton and Frederick D. Austin, under the firm name of Scribner, Crighton & Co. The daughter asks for an accounting from her brother, from Adsit, his broker, and from Crighton and Austin.

DISCRIMINATION IN THE DISTRIBUTION OF CARS.

Not a few millers have been seriously contemplating taking legal action against railways on account of the acute situation in the shipping world, basing such contemplated action on discrimination of the railways in the distribution of their rolling stock to shippers.

One milling concern appealed to the Millers' National Federation for advice, submitting all the data on which the allegation of discrimination by the railway was made, and in reply thereto, the Federation's counsel, Mr. Frank F. Reed, gave the following opinion, which we reproduce in full, that millers similarly placed may see the difficulties in the way of a successful prosecution of such a claim. The opinion is as follows:

Chicago, January 3, 1907.

Mr. A. L. Goetzmann, Secretary, Millers' National Federation, Royal Insurance Building, Chicago:

Dear Sir:—Replying to your recent favor regarding claim of A Company v. B Railroad Company for discrimination in the distribution of cars, I have gone over the correspondence and statement annexed, have examined the situation as disclosed by the map, and while the situation is an extremely aggravating one and one that is very injurious to client, I am of the opinion that the case as stated makes a very doubtful one for the A Company.

On the face of things, however, it does look as though the towns along the B Railroad which had no other railroad facilities than the B Railroad were getting a little the best of it. Of course, if it could be shown that this was a fact and that the shippers at X were being discriminated against because they did not ship entirely over the B Railroad, it would be in violation of the law and could be stopped. This was decided in *Chicago, etc., R. R. Co. v. Wolcott*, 141 Ind., 267; 39 N. E., 451.

The law governing this situation is perfectly clear and well settled, and under the Federal statute, which is enforced by the Interstate Commerce Commission, the local state statutes and the common law, a railroad company is bound to give reasonable facilities for shippers and to offer these facilities without discrimination to shippers. However, a railroad company is not bound to act with more than reasonable diligence and is not bound to provide in advance for extraordinary occasions or an unusual influx of freight on its road.

Strikes, military control or the want of equipment are legal excuses for failure to provide cars. Inability to furnish cars except by undue interference with the general business of the company and the rights of other shippers will constitute a defense for failure to furnish cars when requested, provided, of course, there is no discrimination.

Louisville R. R. Co. v. Queen City Coal Co., 99 Ky., 217; 35 S. E., 626.

Phelps v. I. C. R. R. Co., 94 Ill., 348.

Newport News Co. v. Mercer, 98 Ky., 473; 29 S. W., 301.

Texas (etc.) R. R. Co. v. Famuro, 55 S. W., 188.

Houston (etc.) R. R. Co. v. Campbell, 91 Texas, 551; 45 S. W., 2; 43 L. R. A., 225.

The amount of business ordinarily done by a railroad is the only proper measure of its obligation to furnish transportation. The cars should be distributed among the different stations in proportion to such business, so that all freight may be shipped in a reasonable time, and this same rule applies to shippers at stations. As to furnishing cars of a particular line not that of the carrier requested, it is not bound to furnish them except as fast as they can be obtained from the road. *Pittsburg, Chicago & St. Louis R. R. Co. vs. Morton*, 61 Ind., 539.

As long as a carrier makes approximately a fair division of the cars which it has on hand, or are obtainable between shippers, taking into consideration the requirements of shippers, their requests and situation, it is not liable for discrimination or delay. These principles are sustained by the following cases:

Branch v. Wilmington & W. Ry. Co., 77 N. C., 347.

Keeter v. Wilmington & W. Ry. Co., 25 N. C., 346.

Valentine v. No. Mo. R. R. Co., 40 Mo., 491.

Dawson v. Chicago & Alton R. R. Co., 79 Mo., 296.

Chicago (etc.) R. R. Co. v. Wolcott, 141 Ind., 267.

L. & N. R. R. Co. v. Queen City Coal Co., 59 Ky., 217.

Newport News (etc.) Co. v. Reed, 10 Ky. L. Rep., 1020.

Whitchall v. W. & N. C. Ry. Co., 87 N. C., 255.

Rhodes v. Northern Pacific Ry. Co., 34 Minn., 87.

Richardson v. Chicago & N.-W. R. R. Co., 61 Wis., 396.

Sau Antonio & N. P. Ry. Co. v. Bailey, 15 S. W., 203.

Even under the Interstate Commerce Act provision prohibiting discrimination, the inability of the railroad company on account of sudden and unexpected demand for cars to furnish them is no violation of the act, provided they are fairly distributed. Although, in such an event, it is the duty of the railroad to obtain cars elsewhere if it can.

See *Riddle v. Pittsburg (etc.) Co.*, 1 Interstate Commerce Reports, 688.

Riddle v. B. & O. R. R. Co., 1 Interstate Commerce Reports, 778.

Riddle v. New York (etc.) Ry Co., 1 Interstate Commerce Reports, 787.

In the case of the United States v. West Virginia & Northern Railroad Co., 185 Federal Reporter, 252, it was held that a case of discrimination was made out. There the evidence showed that in caring for the product of certain coal mines the road made an arbitrary apportionment not based upon the output and shipping requirements of the different mines, but clearly favoring certain ones.

It is impossible to tell from the statement of facts submitted, whether the unequal awarding of cars to the different stations and shippers was fair or unfair, because the requirements of the different stations and shippers, except in one or two instances, is not stated. It is also apparent that there is no regular system of division, but that the road sends different numbers of cars to different places and different shippers, on different days. So, after all, the question comes down to the one of proof, and it would require evidence which clearly showed discrimination in order to sustain a suit.

If litigation is attempted (assuming, of course, that a portion of client's trade is interstate commerce) a petition could be filed before the Interstate Commerce Commission and a writ of mandamus asked to compel the delivery of the cars without discrimination. Probably a similar action would lie in a state court under the Ohio Act, or an action for damages would lie. In this latter case the damages would have to be clearly shown. Speculative or remote damages are not awarded.

Going over the whole situation, I doubt the expediency of instituting suit until more conclusive evidence is obtained. It is a well-known fact that there is a tremendous car shortage in the country at the present date; that coal and food famines are threatened in some portions of the United States in consequence.

The Interstate Commerce Commission has investigated this situation in the Northwest and, through Commissioner Lane, has just filed a report at Washington. A perusal of the newspaper accounts of this report leads to the conclusion that this car shortage is simply due to unprecedented demand for freight transportation throughout the country. Railroads are stealing cars from each other; every possible effort is being made to supply the demand, but in vain.

Taking this general situation into consideration, I am afraid that, unless the proof of discrimination were of the clearest kind, the suit would fail. The railroad company has the advantage, and such litigation would be uphill work from the start. However, if it is still desired to institute a suit of this kind, I would recommend that petition be filed before the Interstate Commerce Commission and the case proceeded with vigorously. Hearings of this commission are quite informal and are usually conducted without much delay.

Yours sincerely, FRANK F. REED.

THE GREEN BUG.

It really looks as if speculation has found something to work on. The green bug works on the wheat plant and through the wheat plant works on the nerves of the trader who is short on the statistical situation and then again works on the fagged-out spirits of the bull until he engenders the needed enthusiasm for another try, all of which goes to prove that a very busy and far-reaching worker is the green bug of Texas. It all depends now on how far he is to extend the sphere of his operations.

The particular feature of this pest is that the trade, as a whole, knows very little about it and being something that may be called new is surrounded with more than the ordinary degree of uncertainty which attends the appearance of an understood menace. Speculation can get a great deal more out of a new and unknown source of danger than it can out of an affliction that it has encountered before. This is because the fear which the danger engenders generally runs into an extreme, the stampede to buy is most likely to be overdone, there are many burnt speculators who will not be so prone to rush in after the education of experience.

Plagues of this kind have a diminishing value as pit stimulants. Just now the green bug should be in the highest potential degree and we may be sure that if it continues its journey northward, the nearer it gets to the trading centers the greater will be the turmoil in the pits.

The sages of the markets, at least that portion of them that are bulls, remember that the crop was afflicted by this pest in 1889 or 1890 and that prices went from somewhere in the seventies to over a dollar. It is obvious, of course, that the bears remember nothing of this, but the bulls are asking if history is going to repeat itself and getting ready to swoop all the advantages possible out of the new turn in the developments.

While there is no doubt but that the bug has inflicted great injury on the Texas crop and that, from the reports, it must be accepted that the Oklahoma and Indian Territory crops are in danger, it still remains a question as to its further progress through the Southwest. But while it remains a menace the market will be in a very unsettled state.—Minneapolis Market Record.

The farmers of Wilbur, Wash., have placed an order for 80,000 jute sacks.

IN THE COURTS

J. L. Clift, a grain dealer of Louisville, Ky., is an involuntary petitioner in bankruptcy.

J. C. Burns, receiver for the Franklin Elevator & Grain Co., of Columbus, Ohio, has made a final distribution of the funds in his hands. He reported collections of \$3,400 and expenditures of \$2,416.02.

Creditors of Judson Nichols, the bankrupt grain elevator man of Sadorus, Ill., will be remunerated in part for their loss. Referee Walter J. Grant of Danville has recently conducted a sale of the property.

Catherine Rogales has begun suit in the United States Court at Pittsburg, Pa., for \$20,000 damages from Stewart & Giedel, owners of the Iron City Grain Elevator, for the death of her husband, who was killed when one of the floors of the elevator collapsed.

The Supreme Court of Minnesota, in a decision handed down on March 1, overruled the contention of J. F. Wells, who, though not a member of the Minneapolis Chamber of Commerce, claimed the right to use its quotations, on the ground that the Chamber's property rights in them were extinguished by the fact that they were posted in a public place, and thereby became public property.

It was agreed at a conference with the mayor of Superior, Wis., that the various elevator companies, with the exception of the Globe Elevator Co., would pay up their 1905 taxes under the compromise made with the city council some time since, after which, it is understood, the legal department will drop its proceedings to collect the difference between the compromise amount and the original assessment.

Recently attorneys for the railroads, indicted in the Minneapolis courts last November, appeared before Judge William Lochren and entered pleas of not guilty. A continuance was taken until the April term of the United States Circuit Court. It will be recalled the true bills against the railroads contained fourteen indictments on the charge of rebating with grain shippers. The railroads filed a demurrer, but this was overruled.

On February 21 attorneys representing the agricultural department of Louisiana commenced suit against the Houk Grain Co. at Lake Charles, for penalties aggregating \$2,500. The officials also seized 400 sacks of corn chops, shipped by the grain dealers to Maryville, for alleged violation of the state feed inspection law, it being charged the goods had not been inspected or tagged according to law. This is said to be the first suit since the law went into effect a few months ago.

Last month the Nye-Schneider-Fowler Grain Co. of Fremont, and J. H. Hamilton & Co. of Omaha, Neb., brought a damage suit against the Chicago & North-Western Railroad because of excess charges on grain shipments, and was sustained by reason of the railroad's refusing to ship grain to New Orleans at tariff rates. An injunction restraining the road from charging such excess rates in the future is also asked. The damages asked amount to \$499.18 for the Nye-Schneider-Fowler Co., and \$412.54 for J. N. Hamilton & Co.

E. L. Rogers & Co., dealers in hay at Philadelphia, Pa., have filed a complaint with the Interstate Commerce Commission against the Philadelphia & Reading Railroad because of an embargo, and claim damages of \$10,000. On July 6 the plaintiffs allege an embargo was placed against them and two other firms, and that it lasted until July 17, and did not apply to any other receivers. This is said to be the first instance of embargoes being placed against individual firms. The railroad company has filed a reply alleging that it was forced to place the embargoes on the three firms because they refused to promptly unload what hay and straw came to their address.

Arguments for a new trial in the case of the State of Minnesota against the Northwestern Elevator Co. were made recently by the defendant at a special term of the District Court. The action was brought to enforce the payment of delinquent taxes for 1905 on wheat in the defendant's elevator at the Minnesota Transfer. The company in its answer admits that it had on hand in its elevator on May 1, 1905, 29,190 bushels of wheat, but alleges that it was held in storage for the owners and was not the property of the defendant. The company alleges that warehouse receipts were outstanding for the full amount on the date of the assessment. On the first trial evidence was offered to show that while the company issued warehouse receipts for all the wheat received, the re-

ceipts were redeemed in money and that the company treated the wheat in all respects as its own.

Justice Brewer, in the United States Supreme Court, on February 26, handed down a decision favoring the State of Texas in its case against the Gulf, Colorado & Santa Fe Railway Co., which involved a charge of violating the Texas railroad rate regulation law. The suit grew out of the sale at Texarkana, Texas, of a carload of corn which had just been received by the seller from South Dakota and its immediate shipment to Goldthwaite, Texas. The railroad charged and collected 24 cents per hundred pounds, whereas the rate fixed by the Commission was 12½ cents. The state sued for a penalty of \$5,000 for the violation of the law. The state courts awarded \$100. The company contended that the Texas haul was only a part of the haul from Dakota, and that therefore the transportation of the grain was interstate and not state commerce, while the state urged that the charge of the owners and new transportation contract brought it exclusively under the control of Texas.

Attorneys for the Kansas City Board of Trade commenced suit on February 23 against fifteen railroads, asking that the court enjoin the defendants from discriminating against Kansas City and thus tending to destroy the grain market. A temporary restraining order was secured against the following roads: Kansas City Southern, Missouri Pacific, Santa Fe, Wabash, Chicago Great Western, Missouri, Kansas & Texas, Quincy, Omaha & Kansas City Railway Co., Chicago & Alton, Chicago, Milwaukee & St. Paul, Rock Island, St. Louis, Kansas City & Colorado Railway Co., Union Pacific, Leavenworth, Kansas & Western Railway Co., Kansas City Belt Line, Burlington. It is a suit to remove the embargo against Kansas City as a grain market, which the roads maintain by preventing the delivery of cars loaded with grain by one railroad to another. This practice prevents sales being made in the Kansas City market, except of that very small portion of grain which can be delivered upon the trackage of the railroad which has brought the grain into Kansas City. The temporary injunction has been dissolved without trial; and Saturday, March 16, was set for a hearing on the merits of the case.

A verdict awarding the Buffalo Grain Co. damages to the extent of \$54,208.85 against the Western Elevating Association was returned by a jury at Buffalo, N. Y., on February 9. It is in reparation of the loss sustained by the collapse of the Ontario Elevator on October 30, 1904, and is looked upon by grain men of that section as just, inasmuch as the decision proves the value of a warehouse receipt. George F. Sowerby was the defendant "as president," and Albert J. Wheeler and Mary J. Wheeler were named as co-defendants because they owned the building. In the verdict, however, the Wheelers were held blameless. The plaintiff and Nye, Jenks & Co. of Minneapolis had about 200,000 bushels of barley in the Ontario Elevator under a warehouse receipt from the Western Elevating Association, at the time the Ontario Elevator collapsed and fell into the Evans Slip. Immediately they asked for damages for the loss of their grain, and the owners of the elevator, the Wheelers, the Elevator Association and the insurance companies began to dispute among themselves as to who was liable. Nye, Jenks & Co. assigned their claim to the Buffalo Grain Company and suit was begun. The trial lasted seventeen days. It was complained that the destruction of the elevator was due to improper management. The defense was that the elevator was wrecked by an explosion or a fire, and that therefore the insurance companies were liable. One of the witnesses was Prof. Charles E. Munroe of Washington, D. C., an expert in chemistry and explosives and formerly an instructor for the naval torpedo corps at Newport, who testified it was his opinion that a barley-dust explosion had occurred. Motion has been made for an appeal.

At a fellowship dinner in Chicago on March 12 more than 2,500 of the city's most prominent business men listened to the plans of the corn exhibition to be held next October, when it is expected 500,000 visitors will be in Chicago.

The first "seed oats" special ever sent out to the farmers of a state in the science of growing was run over the Iowa line of the Milwaukee Road March 5, 6 and 7. The train was similar in object to that of the noted "corn special" which has toured the state the last two years. The principal speakers were Prof. L. M. Bowman, head of the soils department of the Iowa College; Prof. Pevey G. Holden, head of the College Extension Bureau; M. L. Mosher, assistant, and George H. Wells, secretary of the Iowa Corn Dealers' Association.

THE CO-OPERATIVES

The farmers' elevator at Mayhew Lake, Minn., will be sold.

The Saunemin Elevator Co., Saunemin, Ill., is appealing to its stockholders to "stand by" the company.

The Deunison Farmers' Mercantile and Elevator Co. of Dennison, Minn., last year earned a profit of \$1,010.57 on a business of 213,960 bushels.

The Farmers' Co-operative Society of Dougherty, Iowa, is suing its former manager, C. H. Wendt, charging him with a shortage of about \$5,000.

The Rockwell City Farmers' Elevator Co. of Iowa, between June 1, 1906, and February 1, 1907, handled 220,000 bushels of grain and 1,740 tons of coal.

The farmers' elevator at Upland, Neb., for some time under the control of the Co-operative Shipping Association of Kansas City, was offered for sale recently to satisfy some of the creditors. The farmers have since then got busy and at a meeting in February subscribed \$4,700, and were given ten days in which to raise the rest of the money.

March 12 was fixed as the date for the Oldham Farmers' Elevator Co. to show cause at Sioux Falls, S. D., why it should not be adjudged an involuntary bankrupt. The petitioners are T. R. Yoder, Albert Koehne and Thomas W. Rae of Oldham. They allege that the company has debts amounting to \$3,000, and that it committed an act of bankruptcy on Sept. 18, 1906, by giving a chattel mortgage of \$4,500, covering all the property of the company, including one elevator, two coal sheds, a flathouse and grain.

The Sauk Rapids Farmers' Association Elevator was sold on February 16 to Ferdinand Neils for \$2,100. It may be operated by his son, Emil Neils. The Farmers' Association built the elevator about two years ago at a cost of \$3,500. Jos. H. Coates has been at the head. A meeting was held about a month ago when the indebtedness of the concern was announced at \$1,300, and many wanted to pull out. The Association decided to sell in order to clear up the indebtedness. On the sale day there was some talk of assessing the stockholders 70 per cent on their stock in order to liquidate the indebtedness; but the plan failed to go through.

MINNESOTA FARMERS' EXCHANGE.

The annual meeting of the Minnesota Farmers' Exchange was opened at St. Paul on March 6, in the court house. George T. Olson of St. Peter was made chairman and Herman Bornemann secretary.

In an address Herman Bornemann of Colgate, N. D., said the railroads were being unjustly attacked and advocated a let-up on rigid railroad legislation.

O. G. Major of Hope said the association has hope of forming a car exchange. He urged all the farmers to become members of the Minneapolis Chamber of Commerce (at \$5,000 per?) so as to have ready markets for their products. He also pointed out the importance of individual elevators.

Thomas Niunlos of Ellsworth, Wis., spoke of the necessity of having a publication for the carrying on of the work of the Exchange. (Where's the Messerole aggregation?)

This innocuous speechifying was but preliminary to a real "burst of feeling," on the second day, when Geo. E. Case opened the front door and let out the family skeleton. He was discussing that old complaint of O. G. Major, the major-domo of the concern, that the Minneapolis Chamber of Commerce would not admit the Exchange to a seat. Mr. Case said he had assurances that the Exchange would be sold a membership as soon as it could show its stock to be in an unimpaired condition. "Compliance with their rules is all that is asked," he said, and then he "cut loose."

"About two years ago," he said, "a commission merchant who was handling grain for our Exchange on the Chamber of Commerce floor went to the wall and sunk \$14,000 worth of Exchange wheat. It was a hard blow to the Exchange, but by the generosity of certain members \$6,000 of the loss was made good to the farmers whose wheat was involved in the deal, and other members of the Exchange paid off the balance, taking as security the notes of the Exchange. Those notes are still unpaid and stand as a debt against the \$100,000 paid-in capital stock of our Exchange. With this \$8,000 outstanding, and no successful effort on the part of the Exchange to wipe it out, the Chamber of Commerce people are naturally enough averse to taking us into their circle."

How best to rid themselves of this indebtedness is a question that has since confronted the Exchange; but instead of taking up that question for a

solution, the meeting resolved itself into a fight between the Minnesota and North Dakota members. Mr. Bornemann declared that he wanted the Minnesota Farmers' Exchange to understand that he could not report favorably to the North Dakota shareholders, and that he would advise them to withdraw their support from the organization.

Another member from North Dakota said that he believed the North Dakota members of the Exchange would withdraw from the organization, if they could possibly do so without great losses to themselves. O. G. Major stated that most of the North Dakota shareholders would drop their interest in the Minnesota Farmers' Exchange. He said that the shares held by North Dakota farmers amounted to about \$8,000.

The resolution asked the Minnesota legislature to establish grain and produce markets at Minneapolis and Duluth, the same to be open at the disposal of any person who may have grain or produce of any kind; and favored the interchange of cars by the different railroads, the reducing of freight rates, and the buying and selling of grain by weights instead of measures.

The real stir of the meeting occurred when the North Dakota delegation demanded to see the books. They expressed their dissatisfaction over the financial affairs of the corporation. The financial statement was as follows:

Resources	\$58,452.62
Liabilities	42,524.24
Net worth	15,928.38
Deficits	12,431.62

FARMERS' GRAIN DEALERS' ASSOCIATION.

The annual meeting of the Farmers' Grain Dealers' Association of Illinois was held at Springfield on February 13 and 14.

The meeting was opened by an address of welcome by the mayor, after which C. D. Adkins, a member of the House, gave a talk on "Farmers' Elevators." Later Geo. S. Loftus of St. Paul made an address on "Reciprocal Demurrage."

Officers were elected at the first session as follows: President, Lee Kincaid, Athens; vice-president, Thomas Lamb, Jr., Bement; second vice-president, T. J. Dunn, Seneca; secretary, J. A. McCreary, Mason City; treasurer, J. B. Abbott, Mason City. Directors, A. Tomlin, Easton; John T. Churchill, Galesville; R. L. Leaverton, Springfield; J. H. Nafviger, Anchor; C. O. Hoff, Seneca; L. H. Perry, Ransom, and J. B. Irwin.

The afternoon of the first day was devoted to calling on the railroad committee of the House, in support of the improved demurrage bill. The spokesman, Representative Adkins, said they represented 100,000 farmers who were tired of the service their elevators have been getting, and a number of witnesses when called on declared that the grafting of railroad employees dictates the furnishing of cars in many instances. From \$1 to \$10 a car is paid to conductors, yardmasters, train dispatchers and minor officials for cars, according to statements of shippers, and these bribes generally are effective. L. H. Perry, manager of the farmers' elevator company at Ransom, said he had been able to get cars by paying the train crew a dollar apiece for them until the secret became known. "I had been to the master of transportation in Chicago several times," he said, "and was given plenty of polite promises, but no cars came. Finally I discovered I could buy them of the trainmen, and I did buy them. All the time the officials in Chicago kept saying it was impossible to furnish them. Finally I told them that I had been able to buy all the cars I wanted by paying for them, and the master of transportation jumped about four feet in the air. He yelled that the road wanted to get rid of these grafting employees. I told him we'd be glad to see them in the places of their superiors, because they seemed to know how to get cars when their superiors didn't."

The evening session was cut short by the failure of all the executive and legislative notables to appear, being engaged at a reception at the governor's mansion. However, Senator Walter Clyde Jones of Chicago, and Representatives B. M. Chipfield of Canton and John P. McGoorty of Chicago made speeches on the railroad question. Representative M. J. Daugherty of Galesburg also talked on "Organization," and Chas. D. Adkins of Bement and Chas. A. Allen of Hoopston on co-operative topics.

The governor appeared on the second day and talked on the subject, "The Proper Method of Securing Legislation." He was followed by C. F. Mansfield of Monticello, an attorney, who spoke for nearly an hour on "The Legality of the One-Half-Cent Clause and the Proper Method of Providing for Protection." A local newspaper report says: "Mr. Mansfield aroused intense enthusiasm, and poured broadside bomb after bomb into the ranks of the enemy—the grain trust. The speaker's remarks were punctuated with shouts of approval. He captivated his audience. He did not have a place on the program, but stepping into

the hall he was immediately called upon. He showed concisely just how the grain trust works. What is the remedy for this sort of business?" asked Mr. Mansfield. "Let me show you. The co-operative companies are not organized for profit. All they want is enough money to pay a manager; the help, taxes, repairs, and the remainder, should there be any, is declared into dividends. The result is that the price of grain is higher. Now, if one of these old-line companies start to boost the price of corn, let me tell you what to do. Let the stockholders meet and agree to pay into the treasury of the company one-half a cent a bushel for all grain they sell to companies other than the one in which they own stock. Then let them all sell to the old-line company and on the way home stop in and pay to the manager of their own company one-half a cent a bushel for all the corn they sold. This will make a loophole which John D. Rockefeller cannot fill up. The old-line companies know it and if once put to the test they will desist if such tactics are used. There is nothing illegal in the method and is the only way in which the workings of the old-line companies can be fought."

Another address at the morning session was delivered by Samuel H. Greeley, member of the Chicago Board of Trade. His subject was, "The Chicago Public Warehouse and the Railroad Grain Monopoly: Its Influence on Grain Values."

Then came E. G. Dunn, who startled the convention by telling the story of E. W. Shields of the Simonds-Shields Grain Co. of Kansas City and the "Midnight tariff"—somewhat of an antique now, but "anything goes with the farmer, you know."

The following, among other resolutions, were adopted:

"Whereas, Our national and state laws affecting railroads do not require them to furnish sufficient equipment and facilities necessary for the shippers, producers and consumers of the state; therefore be it

Resolved, That we, the Farmers' Grain Dealers' Association of Illinois, in convention assembled, request that our senators and representatives in Congress use every honorable means to secure the enactment of a national reciprocal demurrage law (such as was introduced by Martin B. Madden of Illinois). Also our members of the Illinois general assembly for the passage of House bill No. 2. Be it further

"Resolved, That we tender our hearty thanks to the Hon. Robert M. LaFollette, senator from Wisconsin, for his efforts in securing an investigation by the Interstate Commerce Commission of the so-called 'Grain Trust,' that has brought to light a startling condition of affairs existing in the grain trade throughout the central West, and that a copy of this resolution be sent to Senator LaFollette.

Following committees were appointed by President Kincaid:

Executive Committee—James A. Glenn, Middletown; B. F. Workman, Auburn; O. H. Night, Anchor.

Legislative Committee—H. H. Zimmerman, Harvard; John Miller, Galva; W. R. Barnes, Forest City; J. T. Churchill, Galesville; W. Q. Hood, Mahomet; J. C. England, Mt. Pulaski; O. L. Hurley, Farmer City; F. B. Hoffman, Lotus; Henry Shafer, Illinois; Lee Kincaid, Athens. Mr. Kincaid, the president of the Association, was placed on the above committee by the unanimous vote of the delegates.

Transportation—Corman Wise, Goodwin; William A. Worth, Ocoya; James Connagham, Niantic. Grades—John Wilson, Danvers; C. F. Quinn, Shirley; U. D. Hecox, Sidney.

Arbitration—William Flemming, Bement; J. W. Ross, Easton; Thomas Whalen, Graymount.

Insurance—C. J. Bar; Monticello; J. S. Lyman, Farmingdale; George R. Drennan, Edinburg.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

Theo. Kipp, Peoria, Ill.
J. M. Maguire, Campus, Ill.
J. L. Hisey, Muskegon, Mich.
H. T. Law, Kansas City, Mo.
D. H. Stuhr, Davenport, Iowa.
I. E. Bickhart, Milwaukee, Wis.
Robt. Marwick, Victoria, British Columbia.
F. S. Cranson, secretary Huntley Mfg. Co., Silver Creek, N. Y.

An effort is being made by the Rochester Chamber of Commerce to have the Erie Canal opened by April 1.

OBITUARY

W. T. McCord, vice-president of the T. M. McCord Co., and a well-known grain man of the Northwest, is dead at his home in Minneapolis, Minn.

Colonel Stephen K. Winslow, aged 81 years, who for the last 50 years has edited the Commercial List and Price Current at Philadelphia, Pa., died at his home on February 21.

Leonard Nelson, a prominent grain dealer and mayor of Kackley, Kan., died at the hospital in Concordia on February 16, following an operation. Mr. Nelson leaves a family.

Richard Breed, senior member of the firm of Breed & Co., grain dealers, died on March 2 at West Lynn, Mass., in his 89th year. He has passed his entire life in that city and in 1864-5 served on the common council. A son and daughter are his only survivors.

John A. Powell, aged 41 years, died at Norfolk, Va., from lockjaw on February 16. He was a member of the grain firm of J. M. Gwaltney & Co. Mr. Powell had a wound on his thumb which led to tetanus. A widow and one child survive, besides three brothers and two sisters.

Arthur Hyatt, employed in an elevator at Pesotum, Ill., died February 21, at the Burnham hospital in Champaign, from injuries received when he became caught in the engine belt. His arm had been broken in three places and internal injuries had caused him great suffering.

Myron J. Phinney, who has operated a grain elevator at Magnolia, Minn., since 1872, died at his home in that place last month, aged 56 years. Mr. Phinney was born August 17, 1850, in Chester County, Ohio, and in 1872 moved his family, a wife and two children, to the town he has since made his home.

George Johnson, a member of the grain firm of Ponsler & Johnson, was fatally injured on February 28 by falling from the top of his elevator to a floor thirty feet below. Alighting on his head and shoulders his neck was broken and he died instantly. A wife and seven children are left to mourn his sudden departure.

Henry W. Miller, who was very active in the grain business a quarter of a century ago, passed away on February 25, at his home in La Fayette, Ind. Deceased was born in Coshocton, Ohio, on April 12, 1824. Of a family of fifteen children there is but one survivor, a sister. Mr. Miller leaves a widow and four children to survive him.

R. J. Lent, aged 80 years, a pioneer of Toledo, Ohio, passed away at his daughter's home, some days since, after a year's illness. Deceased was born in Oswego County, New York, in 1826 and moved to Toledo in 1847. For many years he was a grain dealer and in this business laid the foundation of a comfortable fortune. Two daughters are his only survivors.

Samuel Henry Dunscomb, for many years identified with the grain commission firm of Dunscomb Bros. at Memphis, Tenn., died on February 20, from pneumonia. Owing to ill health he has not been active in business for the past seven years. Mr. Dunscomb was born in Memphis on February 17, 1857, and was one of the foremost citizens of the southern city. His mother, widow and two brothers survive him.

Boone Kirk, of the Kirk & Watkins Grain Co., Fort Worth, Texas, failed to survive an operation for appendicitis on February 16, and passed away at St. Joseph's infirmary. Deceased was born in Rusk, Texas, 33 years ago and for the past few years has been an active member of Texas Grain Dealers' Association. He was formerly with the Kirk-Josey Grain Co. at Fort Worth. A widow and two children survive.

John S. Palmer, one of the owners of the Brune's Elevator at Mechanicsburg, Ohio, died by his own hand in a hotel at that place, on March 5. He shot himself in the temple and death must have come instantly. Deceased resides at Shreve, Ohio, and but three weeks ago joined with H. M. Brown of Louderville, Ohio, in the purchase of the L. H. Brune elevator. He is 45 years old and is mourned by a wife and three children.

Col. James W. Larkin, who spent more than 20 years in the grain business, died very suddenly last month, at his home in Providence, R. I. James W. Larkin was born in Pawtucket in 1847, his parents being Thomas and Ellen (Gough) Larkin. He lived in the city all his life and received his education at the public schools of the village. When he was about 21 years of age he entered into business with the firm known as Pierce & Larkin, grain dealers, on North Main Street. The same year that marked his advent into a commercial

career he was a candidate for the Town Council of North Providence. He was successful at the polls and for several years filled the same position on the Town Council. A widow and three daughters mourn his demise.

John F. Kuhn, of the firm of Bartlett, Kuhn & Co., grain dealers of Evansville, Ind., died on March 4, as a result of a fall sustained a year ago. Deceased was 73 years of age and was born at Gettysburg, Pa. Having been engaged in the grain business for the past twenty-five years he has become widely known throughout the middle west. But a year ago he celebrated with his wife the fiftieth anniversary of marriage. Six of his nine children are left with the widow to mourn his demise.

Frederick Lewis MacLean, aged 41 years, manager of the Electric Elevator and Milling Co., died at his home in Buffalo, N. Y., on February 26. Mr. MacLean was a native of Scotland and came to this country about 20 years ago. He was for many years identified with the grain business in Jersey City and went to Buffalo about a year ago to take the management of the Electric Grain Elevating Company, which he launched on a successful career. He was a member of the Saturn Club. His wife and two daughters survive.

George Ferris, aged 40 years, who has been in charge of the elevator at Pauline, was killed on the morning of February 18, by a Big Four passenger train. Mr. Ferris was walking along the track from his home in St. Joseph to Pauline and was near Glover when the accident occurred. It is alleged the engineer blew his whistle several times and that Ferris heard it and stepped from the track, but after a second stepped back on the path of the train. He was knocked about 15 feet and was picked up dead, the head being badly crushed. A widow and four children survive him.

Harvey C. Somers, founder of the grain and hay firm of Somers & Co., died at his home at San Francisco, Cal., early last month. The deceased was a native of Danville, Vt., 66 years of age, and came to this state in the latter part of the 'fifties, crossing the isthmus. He was first engaged as water boy prior to the installation of the city water system. Some years later he became acquainted with a pioneer of the name of Rider and together they laid the basis of the well-known firm of Rider, Somers & Co., grain merchants. Upon the retirement of the senior partner, Mr. Somers took his two sons into partnership and formed what is now one of the largest hay and grain firms of the state, Somers & Co. The widow, two sons, a daughter, brother and two sisters survive to share his estate, valued at half a million dollars.

Robert Lindblom, aged 63 years, died at Chicago, Ill., on February 16, where he has been identified with the grain trade for many years. He was found dead in his bed following two weeks of ailing from heart disease. Mr. Lindblom began business as a commission dealer on the Board of Trade in 1873, and had been a member of the Board ever since. He was a veteran of many notable deals in grain. During the period of 1880 to 1883, when speculation was at its height, there were few operators who could bluff him out of a deal and he frequently bought and sold blocks of 500,000 bushels of wheat and corn. He was a member of Governor Altgeld's staff from 1893 to 1897 and president of the Civil Service Commission of Chicago from 1898 to 1902. He was active in the work of organizing the World's Fair, being one of the original thirty-five directors. Besides serving as director and chairman of the committee on publication, he became Swedish Royal Commissioner to the fair, and in recognition of his services in this post was knighted by the king of Sweden in 1893. Two daughters survive him.

At Toledo, Ohio, seed bags bring 21 cents for Starks and similar quality and 19 cents for American and like quality.

J. M. Thorburn & Co., the seedsmen at New York, have been transacting considerable business in seeds grown in the Southern states. The Thorburn seed house has been established 105 years.

On February 26 the A. L. Hanson bill, in the legislature of Minnesota, to appropriate money for seed grain for farmers "flooded out," was recommended to pass by the Senate committee of the whole. The committee on finance had amended the bill to the extent of cutting down the amount of \$70,000 to \$25,000.

Cratz Bros., a Toledo, Ohio, clover seed house which has been a factor in that market since 1885, closed its doors on February 11. William E. Cratz would not state the amount involved, but said the firm would pay from 40 to 50 cents on the dollar. He is also quoted as saying: "The clover seed business in Toledo has dropped off considerably during the last two years, due largely to the heavy importations of foreign seed.

TRANSPORTATION

Wichita, Kan., grain men are talking of engaging a traffic manager.

March 1 the Frisco lines discontinued the reconsignment on track grain, etc.

Charles W. Armour, of the Armour Packing Co., has given \$50,000 toward the establishment of the new boat line on the Missouri River from Kansas City to St. Louis.

The rate on grain from Cincinnati and vicinity to the Atlantic seaboard will be increased two cents a hundred on April 1. It is possible rates south will also be advanced.

The T., P. & W. has placed an embargo on grain consigned to the elevators along its line, as they are all full, and the road is unable to furnish cars to carry the grain East.

It is reported there is a project on foot to construct a railroad from Omaha, Neb., for 260 miles northwest, through the wheat district of the state to South Dakota, east of the Black Hills.

Recently a meeting of grain men along the Illinois Central Railroad from Kankakee to Paxton, Ill., and from Gilman to Melville, was held at Gilman to protest against the railroad for not supplying them with cars. Suits are threatened.

On March 1 it was reported there were 4,600,000 bushels of wheat at the head of the Canadian lakes and that elevators along the waters and in the interior are crowded. The opening of navigation, it is predicted, will witness a huge rush of cargoes.

It was stated on February 16 there were more than 2,700 cars loaded with grain on the tracks of Western lines in Chicago, and about 1,500 on Eastern lines awaiting equipment for Eastern shipment. A request was made for help from the Eastern roads.

Late in the month the Chicago Great Western announced it would not accept grain cars from other railroads at Council Bluffs, Iowa, in the future, for delivery to Omaha elevators free of charge. It is expected this will absorb switching charges on eastern grain exports.

Complaint is heard from the steamship men at Boston that the New York Central has neither the cars nor the facilities for hauling the grain from Buffalo for export, and as a result the steamers are leaving with but small portions of the grain cargoes they should carry.

An increase of half a cent has been announced on the Pennsylvania Railroad from Buffalo east. It goes into effect April 15, and at the same time the out-turn weights will no longer be guaranteed at the Atlantic seaboard. The grain will be weighed upon its arrival at these ports.

Chicago grain men have asked the Western railroads for seven days' free time in which to unload cars. It is declared if this is not granted serious harm would result to the local market. The railroads have been allowing five days, after which \$1 a day is charged. Recently this was reduced to two days.

Considerable influence has been brought to bear upon the railroads which recently voted the increase of 1½ cents per 100 pounds in the rates of grain and its by-products, with the result that the tariff has been sidetracked from April 1 to the first of July. The increase as proposed will apply from Missouri River points to St. Louis, Chicago, Mississippi River crossings, Peoria, Memphis, Atlantic ports and Gulf ports. The rates which are now in effect, and which have been in effect since last autumn, will continue to apply from Missouri River points until July 1. The rates were reduced last year 1¼ cents per 100 pounds in order to overcome the advantages which certain Western lines had by allowing elevator charges.

Some days ago E. B. Boyd, traffic director for the Chicago Board of Trade, appeared before Commissioner Clark of the Commerce Commission in an attempt to secure a ruling permitting all old claims for overcharges and refunds to be settled by the railroads. The Commissioner declared that should he grant the request it would open the door to the payment of rebates generally, and would make the anti-rebate law ineffective. Officials of the Alton stated they were willing to pay the overcharges. The overcharges which were in question accrued, it is claimed, since the new law went into operation last August. It appears that grain coming into Chicago over the Northwestern and the St. Paul was favored with an absorption of the switching charges, whereas other roads did not grant this privilege. Now the

grain shippers want the Alton to refund the switching charges.

The Burlington posted an order on February 21, as follows: "Effective at once, we will not accept reconsignment orders on grain or hay consignments to St. Louis or East St. Louis to tracks other than the Chicago, Burlington & Quincy, the Terminal and Wiggins Ferry." The object of the restriction is to protect the road against the car shortage.

THE FARMER VERSUS THE RAILROADS.

Perplexing problems are constantly cropping up from time to time to try the patience of the easy-going American public, which has to be imposed on to a certain degree before sentiment is sufficiently aroused to cause an uprooting of an evil. Each locality has its separate nuisance to eradicate or its problem to solve. The car situation of the Northwest is a perplexing condition that will require more powerful remedies than have been applied up to date. The contentions of the different railroads make interesting reading and the different phases as presented by each road make good subjects on which to base an argument to while away an idle hour at the corner grocery. The government investigators have come and gone. Come with the intentions of getting at the meat of the matter, and gone with voluminous reports of the sessions held. Interesting information was given as to the methods used by the operating departments of the railroads and some sensations were sprung, chief among which was the testimony relative to the birth and rearing of that unfavored infant, "Ton Mile," with its ugly countenance for week days and beautiful features for Sundays. The one presented to the public as poor service, the other as dividends to stockholders. In the meantime the farmers and business men over the Northwest have to take the rough edge of the deal both coming and going. The farmer cannot sell his grain because of the inability of the dealer to move it to market. He cannot buy coal because of the inability of the dealer to get it. The railroads lay the blame on the farmers because they did not order sooner. That is plausible enough on the face of it, but the farmer comes back with promptness and wants to know why the railroads did not move his grain so he could buy his fuel sooner. In the meantime the railroad resumes routine affairs and the farmers chop down telegraph poles and break their furniture up to keep from freezing to death. Grain he has in plenty but he cannot sell it. He cannot borrow money on it because the limited bank treasuries have been already called on to the limit. His credit, which would be good under normal conditions, is nil because the merchant is unable to carry him. The monumental greed of the railroads on one hand and the suffering of the farmer on the other hand makes good footing for iconoclastic utterances on the part of the country press and offers a fine chance for someone to attain fame by solving the problem, whether it be by drastic means through legislation or a suggestion that can be worked out by the railroads themselves, satisfactorily to all concerned. The latter would be preferable.—Minneapolis Market Record.

RECIPROCAL DEMURRAGE.

The Record notes with gratification in the Twin City dispatches of recent date the announcement of Governor Johnson's decision to recommend in his message to the present Legislature the passage of a reciprocal demurrage bill. There is no doubt whatever that this is welcome news to every shipper in the northwestern states, and the governor will receive their hearty support in urging upon the members of the Legislature the necessity of passing an adequate measure of relief for the present deplorable situation.

We do not know, of course, what particular regulations the governor will recommend, and we do not presume to dictate the action of the Legislature, but there are certain requirements which we think would meet with the hearty approval of all shippers, and we will mention what in our opinion should be the principal ones. No one questions the justice of the present universally accepted rule requiring shippers to pay to the railroad companies a fixed amount per day for the use of cars held beyond the limit of "free time" allowed by the roads for loading and unloading, and it seems only fair to think that no one should question the justice of requiring the railroads to pay to shippers or receivers a like amount per day for neglect or failure to furnish cars when ordered, or to make a reasonably prompt delivery at the receiving point.

Bills of lading, we think, should be properly

dated, and should state the distance in miles between the point of shipment and the point of destination. The consignee or holder of such a bill of lading should be given the right to deduct from the freight bill, for delays in transit, such portion of the amount charged for freight as may be rightfully due him for each day the car or commodity called for by the bill of lading shall have been delayed beyond a reasonable time, calculated upon a reasonable rate of movement per day, to be designated as such in the proposed legislation. A duplicate blank form, to be filled in by shippers when ordering cars set by railroad companies, should be provided, one copy of each order to be retained by the railroad company, the other to be retained by the shipper and by him attached to the bill of lading and forwarded to the consignee, any demurrage accruing at point of shipment by reason of failure to supply cars to be also deducted by the consignee from the amount paid for freight. We have no doubt this method of collecting demurrage will seem drastic to the railroad companies and their friends, but it is only an extension of the method which they now employ in collecting freight and demurrage, viz.: Payment first, and investigation afterwards, and "it's a poor rule that doesn't work both ways."

We do not believe in any less power being given to shippers and consignees than is now enjoyed by the railroad companies, and everyone knows what that is, immediate and peremptory collection of all charges, with the promise of a refund of overcharges, some time afterwards, with the company doing all the investigating. And it is up to the railroad companies to take a pretty stiff dose of reform now, or else by staving off the day of reckoning to invite a bigger dose all at once later on.

COST OF HAULING CROPS BY WAGON FROM FARMS TO SHIPPING POINTS.

At an early date the United States Department of Agriculture will issue Bulletin 49 of the Bureau of Statistics, prepared by Frank Andrews, Transportation Expert of the Division of Foreign Markets, which is a report on the cost of hauling crops from farms to shipping points. The figures given are based upon returns from nearly 1,900 counties and cover practically the entire farming area of the country.

The average cost to the farmer of hauling wheat from farms to shipping points is given as 9 cents per 100 pounds; the average distance hauled 9.4 miles, and the average wagonload of wheat weighs 3,323 pounds, thus containing about 55 bushels. Reduced to terms of cost per ton per mile, the rate for wheat is 19 cents.

For the entire distance from farm to shipping point corn, oats and barley are each hauled at an average cost of 7 cents per 100 pounds; hay, flaxseed, rye and timothy seed, 8 cents; wheat, potatoes and beans, 9 cents; tobacco and live hogs, 10 cents; rice, hops and buckwheat, 11 cents; apples and peanuts, 12 cents; vegetables (other than potatoes) and cotton seed, 15 cents; cotton and fruit (other than apples), 16 cents; and wool, 44 cents.

The total tonnage of farm products hauled on country roads in the United States is not known, but of twelve leading products it is estimated that nearly 50,000,000 tons were hauled from farms during the crop year 1905-6, at a cost of about \$85,000,000, or more than 5 per cent of their value at local markets. Of this traffic, 40,000,000 tons represent the weight of corn, wheat and cotton, and the cost of hauling these three products was \$70,000,000.

The number of working days taken to haul twelve leading crops from farms to shipping points during the crop year 1905-6 is estimated as 21,417,500, and the number of loads taken as 39,319,000. The greatest time for any one crop, in hauling to shipping points, is 8,494,200 days for corn; but if the time taken for hauling to local mills the wheat consumed in the counties where grown be included, the total number of working days taken for hauling wheat from farms during the crop year just mentioned would be over 8,900,000.

Although there were fewer loads of cotton than of oats, it required 1,000,000 more working days for men and teams to haul the fiber than this grain, the average time for a round trip for hauling oats being 0.6 day and for cotton 1 day.

Including wheat hauled to local mills for grinding, the total number of wagonloads of the twelve crops just referred to was 34,200,000, and the services of men and teams for 24,500,000 working days were used in moving these loads.

The greatest distance over which it will pay to haul a given crop will practically limit the production of that crop for the market. Beyond that limit, a more valuable product must be made. Cotton is hauled a greater distance than wheat, and wool is hauled on an average more than four times as far as wheat and more than three times as far

as cotton. Live animals are often profitable substitutes for crops on land remote from shipping points, for the animals may be driven at an expense far less than the cost of wagon transportation.

The distance limit of profitable farming for a given crop may often be extended by improving methods and means of hauling. Better wagons and horses may be used, roads may be improved, and better facilities may be had for receiving the products at local markets and shipping points. Improvements of this kind tend to lessen the expense of hauling a load, and thus make it profitable for farmers to haul from greater distances. From tables in the bulletin in question it is seen that average loads for the same product weigh in some states twice as much as in others, and consequently the expense of hauling is much less in the former states than in the latter for similar distances.

The average distances from farm to shipping point for twenty-one of the twenty-three products treated in this report range from 7 to 12 miles. The average distance over which hemp is hauled is 5.2 miles; oats are hauled an average of 7.3 miles; corn, 7.4; rice, 7.5; live hogs, 7.9; timothy seed, 8; peanuts, 8.1; potatoes and buckwheat, 8.2; hay, 8.3; rye, 8.4; barley, 8.8; beans, 9; wheat, 9.4; apples, 9.6; tobacco and vegetables (other than potatoes), 9.8; flaxseed, 10.4; cotton seed, 10.7; fruit (other than apples), 11.6; hops, 11.7; cotton, 11.8, and wool, 39.8 miles.

The most remote farms from which a certain product is hauled in small quantities may be easily several days' haul from a shipping point; but the product hauled, unless itself valuable, must usually be taken on the same load with goods of relatively high price. A few bags of corn or potatoes may be hauled 60 or 70 miles over mountainous roads to a local market and sold without loss to the producer if the same wagon carries also a considerable quantity of poultry and dairy products. From one community in the Rocky Mountains, wheat and oats are hauled on wagons a distance of 100 miles, cotton is hauled from one county in the Southwest 110 miles to a shipping point, while one report from west of the Rocky Mountains gives 165 miles as the length of the longest wagon route over which wool is taken from shearing camps down to a railroad station.

Copies of the bulletin may be obtained from the Superintendent of Documents, Government Printing Office, at 10 cents per copy.

[For the Kansas Grain Dealers' Association.]

CAR SHORTAGE—THE CAUSE AND REMEDY.

BY J. C. ROBB, WICHITA, KAN.

The cause of the extreme car shortage in 1906 can only be accounted for by the extreme prosperity of the country in general—the increased demand for merchandise of all kinds, the large crop that was raised that necessarily had to be marketed, and the demand for general merchandise attendant upon such condition, with the lack of the transportation lines to meet these conditions. It is folly for a manager of a transportation line to say that it was not anticipated. They all of them have their statisticians and know almost to an exact figure the production of the corn, the production of the wheat, the amount of cotton raised in their territory, and the number of cars of live stock tributary to their line, which they anticipate hauling sooner or later. They have not met these conditions.

A man closely connected with the traffic department of one line recently told me that whereas his company had had furnished to them by the car builders in the last two years 4,000 freight cars, they had sent to the scrap heap 4,700, showing that that line at least was 700 cars short of where it was two years ago.

One line, the Santa Fé, the largest line, of course, in this section of the country, has been having trouble with its mechanics. It is a well-known fact that they are crippled in motive power; and while other lines in this state have not been having this same trouble, they are all short of motive power, and for this reason the rolling stock of the different lines has not been performing its usual service. For instance, under date of January 16, a customer writes us that a car of wheat had on January 7 just arrived. This car was shipped by us on July 25. At this rate this particular car would haul two cars of wheat to Galveston in one year. On January 10 a customer of ours wrote us, asking us to trace a car that was shipped on October 18 to Galveston and had not yet arrived. On January 11 another customer wrote us from Ft. Worth asking us to trace three cars of wheat, one was shipped on November 10 and another on November 27 and another on December 27; none of these had yet arrived. This would clearly show that the railroads are in such a condition as to their motive power, their tracks and their rolling stock, that they are not moving the average amount of tonnage. Taking this in consideration with the great production of grain and the heavy movement of merchandise, there is no question about the cause for the shortage. The railroads are to blame. They have not met the conditions; have not taken time by the forelock and prepared themselves for the heavy traffic which they knew was upon them. This in itself is, of course, a hardship upon all shippers. Grain

deteriorates in quality when confined in the cars so long in being transported from the interior to the Gulf and other points. The shipper in each case has to guarantee the weights and grades and loses the amount of this deterioration—not only a deterioration in the quality but a loss naturally in the weight.

Notwithstanding these conditions, the agents of the traffic departments of the lines continue soliciting manufacturing establishments to be located upon their lines. One agent of this character told the writer not long ago that during the past year he had located manufacturing establishments on their line that would provide for an annual output of 5,600 cars. During last year this line was badly crippled in its traffic and was not able to handle the shipments offered. Still their traffic department goes on pursuing the policy of locating and encouraging other industries, when it knows it is doing an injury to the parties being solicited for the reason that it cannot afford them the transportation facilities that it promises and that it requires the parties to guarantee shipments for.

In Oklahoma, on one branch of the Rock Island Road, there are several manufacturing plants, including a salt plant, in which there is an investment of about \$75,000. This plant was compelled to be shut down October 24, 1906, and has not moved a wheel since. This was on account of the Railroad Company's not being able to furnish fuel and being unable to furnish cars in which to ship the output. This, of course, necessitated a discharge of the employees and a heavy loss on the stockholders. Within a few miles are located two or three cement plants. They are all in the same condition and for the same reasons.

A short time ago Mr. Hurley, general manager of the Santa Fé, made a public statement. I will not attempt to repeat it word for word, but the substance of it was that the Santa Fé was handling the traffic offered them with reasonable despatch. I think any shipper on the Santa Fé will agree with me that this statement could not possibly be the truth. I know that we have had at our elevator a stock of Santa Fé wheat that we have been unable to move for more than three months, notwithstanding we have threatened and plead for cars in which to move it. On the Rock Island a short time ago I made a trip to Oklahoma and spent one Sunday at El Reno. At that time there were 4,000 loaded cars of grain and cotton that could not be moved and were not moved for weeks between El Reno and Ft. Worth. The cause for this condition was the fact that the Rock Island would not deliver their cars to connecting lines at Ft. Worth for shipment to points off their line, and they were simply holding these cars on the side tracks and in the terminal yards at intermediate points. They tell the shippers that they cannot allow shipments to move to points off their line because the connecting lines will not furnish cars for transfer of shipments at Ft. Worth. A prominent shipper in Oklahoma took this up by telegram with connecting lines and they each and every one denied the statement. Within forty-eight hours from this time an order was put forth by the Rock Island officials to receive shipments for points beyond Ft. Worth and since that time this order has been in effect and has cleared the situation somewhat. The condition of the Rock Island tracks in Oklahoma is one of public knowledge and need not be commented on.

In addition to the great crop raised in Kansas there was an immense one in Oklahoma, something like forty-five million bushels of wheat, one hundred and twenty-five million bushels of corn and about twenty million bushels of oats and many thousands of bales of cotton. This traffic, of course, has increased on the trunk line leading from Kansas to the Gulf very materially in the last few years. The cotton production is something that could not have been anticipated in full, but the new method of handling the cotton and the cotton seed, the production of the oil and the food products from the seed, has increased this traffic, in my opinion, 300 per cent in the last three or four years.

A prominent student of the transportation problem has said that the method of handling the cotton was primitive and that it should be revolutionized. A bale of cotton now occupies about three times as much space as it should; therefore, it takes about three times the amount of equipment to move this cotton than ordinarily should be required. This is on account of the cumbersome bales into which it is put for transportation. The wheat production in the last few years has increased, as we all know, very materially. Western Kansas and eastern Colorado have increased their irrigated area and a large amount of grain has been raised in the western portions of Kansas and eastern portions of Colorado where a few years ago none was produced. Of course, this increased area has given increased production of alfalfa, sugar beets, corn, oats and other grain. And along with this has come the stock feeding, the increased amount of stock being something enormous. Right now in eastern Colorado and western Kansas there are thousands and thousands of cattle, sheep and hogs being fed where a few years ago in the writer's own personal recollection there were none. All of this traffic has come to these lines, and they have not made provision for it as they should. The large pastures in western Kansas, northwestern and southwestern Oklahoma have all gone and are cut into small farms; and, whereas, there used to be a few large herds of cattle there are now small ones, each farmer having ten to a hundred head.

In Oklahoma they have a governor who has done more during his brief term of office to relieve the shippers than all the rest of the high officials in Oklahoma during its entire history. This is Gov. Frank Frantz, and he has not ceased his efforts, but is continuing them, and were it not for him the shippers would be in a deplorable condition. This young man is a protégé of President Roosevelt, works on the same lines—full of energy and courage. He writes me under date of January 12: "You may be assured

that we will do everything in our power to secure just and equitable rates and other relief for the people of Oklahoma."

No such condition exists in Kansas. It is an impossibility to get the governor or the attorney-general or even the state railway board to do anything in connection with railroads that would be of benefit to the shipper. An appeal to them for relief along this line is futile and of no avail. How long the people of the state of Kansas and the shippers will stand this condition is a problem. They are suffering not only from car shortage but from exorbitant and unwarranted freight rates. We, the handlers of this grain, are not especially interested because it makes no great amount of difference to us what the freights are or should be, but the producers and the people in general in this state are the ones interested and they seem to be the ones who take the least interest.

The subject is one that I do not feel able to cope with in its entirety, and only offer these few thoughts as suggestions. Many eminent writers all over this country have taken this proposition up and few of them agree as to the exact cause for the car shortage. I think all of them agree on the general proposition that it is a maximum, or an unprecedented, production that had been anticipated months before it was realized, and that this production and this traffic created by it was not provided for by the transportation lines. Other authorities go further and say that the railroad companies are more interested in making dividends than they are in taking care of the traffic and thereby providing for the welfare of the people at large. Many bankers are complaining about the condition. Their money is tied up and on account of the inability of the shippers to move the products of the country they are unable to get it in. Only the other day I met a wholesale grocer who told me he had been doing an immense business, but that his collections were slow because his country customers were unable to collect from the farmers and that he was simply extending the time on the bills over due until such time as they themselves could make collections. Here at Wichita the grain men complain of a discrimination against grain and in favor of merchandise. I think this is true at Kansas City also. For instance, at Wichita it takes about 25 to 35 cars per day at the Santa Fe depot for the loading of local merchandise. These commodities, of course, carry high freight rates and give to the railroads more earnings than would a corresponding number of shipped cars loaded with grain. And day after day the grain at Wichita is discriminated against until this merchandise requirement is filled to the full amount. This is true not only with the Santa Fe, but with other lines also, but the great amount of congestion here, we find, to be Santa Fe and of course this is because the Santa Fe produces more than the other lines, and the result is natural.

I now come to the hard part of this question and will make what I have to say in connection with it brief. A short time ago at a hearing of the Interstate Commerce Commission almost all of the witnesses who were shippers agreed that reciprocal demurrage was the remedy. In addition to this a system of free exchange of equipment. This would seem to be, and to my mind is, a reasonable solution. For instance, if fifteen cars of grain are to-day at Ft. Worth for shipment to Texas interior points, they should be allowed to move on to their destination at once and without delay and the connecting lines over which these shipments are to move should be forced by law to furnish to the Rock Island an equal number of cars for return to the interior for further loading. This would facilitate movement on that line undoubtedly. The same condition would exist with the Santa Fe. It is a well-known fact to all shippers located on these lines that from time to time, all during this shipping season, we have been notified by these lines that they positively would not accept shipments of grain for points destined off their line. This kind of an order is arbitrary, forcing the shippers to lose a great amount of money and is a criminal injustice. I know that the dealers at Ponca City have sold us thousands and thousands of bushels of corn to come to Wichita at from one to three cents below the price that they could have got for the same grain had they been able to ship it south. And this is only one instance of many. In the state of Texas they have a law that compels the railroad to furnish cars there for transportation of any product within a certain length of time and a penalty is provided for failure to do this. The result of this is that Oklahoma and Kansas and other territory tributary to these lines that traverse the state of Texas are robbed of a certain number of cars to provide for the Texas traffic. A better condition exists there that does not exist here. Their traffic is purely state traffic and the great per cent of their products is moving to Galveston for export. Their traffic being entirely within the state the state has the authority and power to provide conditions and penalties and does do it and they are largely complied with.

A short time ago they passed a reciprocal demurrage law, but recently the Supreme Court declared this law unconstitutional for the reason that it provided a penalty of \$25 per day for cars not furnished within specified time, whereas the railroads exacted only a dollar per day demurrage from shippers on cars not unloaded within specified time. The court held this inequality in the penalty invalidated the law and that it was unconstitutional. In our own state within the last few days a reciprocal demurrage law has been introduced by a member who, it seems to me, is particularly friendly to the railroad interests. This proposed law provides a penalty on the railroad company of \$5 per day per car on each car not furnished within specified time. The decision just recently rendered by the United States Court of course would cover this condition, and our law also, if passed, would be declared unconstitutional. Steps should be taken at once to have these penalties equalized. If they are not the law will be of no avail, and even at that

would only be of avail to shippers on shipments entirely within the state of Kansas. On shipments destined to Texas, to Galveston for export, to New Orleans for export and to other interstate points, this law would be no good; therefore, before we receive any real genuine relief we must have a national reciprocal demurrage law and one that will stand the tests of the courts.

Finally, as a remedy for these conditions, we must be brought to the conclusion first that we must have national as well as state reciprocal demurrage laws providing penalties for failure of transportation companies to furnish cars within a reasonable time; a national, as well as a state law, compelling free interchange of cars at all terminal points and other points where interchange of traffic is provided for, and these penalties should be made severe enough so that they would become effective; a national law authorizing any shipper to make complaint before the nearest United States judge and get speedy relief under the provision of such laws.

In all the reciprocal demurrage laws that I have seen penalties are provided against the railroad companies, but the collection of these penalties is a much different procedure from that required of the shipper. A shipper is required to pay to his local agent instant any demurrage due and in case he does not do this the demurrage is attached as an advance charge against the shipments. The penalties against the railroad company for failure to provide cars under the laws so far enacted are not provided for; and a shipper, in order to collect, must either sue or present a claim and get results in the next three to five years.

Until we can get some such laws for the state and in the nation there will be no adequate relief from present conditions. I have asked a number of millers and a number of grain men to estimate the loss in Kansas this year from the conditions above set forth. None of them seem to be able to grasp the immensity of it and none of them are willing to risk their reputations by making an estimate. It is a well-known fact that a large majority of the mills in this state are compelled to run one-half time and many of them not that much on account of the car condition. The condition of the poor grain man is worse. There are many elevator stations in this state which ship from one to two hundred cars that have been during the past season without any cars for periods of four to six weeks. The remedy for this should be a heavy penalty on the railroad companies for failure to furnish equipment, and this can be provided only by state as well as national laws creating a reciprocal demurrage condition, and these laws should be graduated as the length of time increases during which equipment is not furnished—the penalty should correspondingly increase. It costs money for a grain man to buy grain and store it and insure it and carry it for months and generally on a declining market.

FIRES--CASUALTIES

The grain warehouse at Temple, Texas, belonging to the E. B. Greathouse Grain Co., burned down recently.

The Winnipeg Elevator Co.'s plant at West Selkirk, Man., was destroyed by fire at a loss of \$7,000, early in February.

T. B. Keasler, of Hughes Springs, Texas, lost his granary in a fire on March 3. The loss was \$4,000, with no insurance.

On March 1 the A. D. Tilton Elevator at Nashua, near Manchester, N. H., burned down at a loss approximating \$75,000.

About 3,000 bushels of oats were spilled out of Wendel's Elevator at Forrest, Ill., on March 6, when one of the bins gave way.

Recently the addition to the Farnsworth Elevator at Hurley, S. D., bursted and about 5,000 bushels of oats were spilled onto the ground.

Robbers fired the grain house at Constitution, Ga., which is owned by E. J. Castley. A store was also burned and the grain man suffered a loss of \$2,600, nearly covered by insurance.

Fire destroyed Lowry's Elevator at Fairland, Ill., early last month and with it about 3,000 bushels of grain. The origin of the blaze is a mystery. It is understood the insurance will cover the loss.

Fire destroyed the Northland Elevator at Poland-on-the-Soo, a town near Grand Forks, N. D., and more than 22,000 bushels of grain was consumed, as well as a freight car loaded with grain standing beside the building.

The elevator owned by J. E. Bathker & Son at Mendota, Minn., was destroyed by fire on February 25. Although the residents strived industriously to check the blaze they failed and in less than an hour it had completed its work. The origin is a mystery.

Fred Everett, an employe of the Thompson Elevator at Vermillion, S. D., narrowly escaped death on February 15, while switching a belt from one pulley to another. A bolt projecting from one of the pulleys caught in his clothing in such a way that it would have been sure death had not his cries attracted attention at once. The stopping

of the electric motor and machinery suddenly caused the victim to fall to the floor, receiving several bad bruises.

T. M. Latham's grain elevator at Hilliards, Ohio, burned to the ground on February 27, at a loss of about \$5,000, with \$1,500 insurance. Some grain was destroyed.

The old grain warehouse at Herried, S. D., which is owned by J. G. Brady, slipped from its foundation on March 1, and collapsed from the pressure of 5,000 bushels of wheat. Several thousand bushels of the grain were scattered over the ground.

Fire destroyed the four-story elevator at Hedrick, Iowa, belonging to the E. D. Hamlin Grain Co., on March 3. About 1,600 bushels of oats and 1,100 bushels of corn were consumed. J. W. Ayers of Houston, Texas, owned the building. Some insurance was carried.

Larkin & Thompson's grain elevator at Lily, S. D., caught fire because of a defective chimney and quickly burned down. About 5,000 bushels of wheat burned as well as 3,000 bushels of oats and a quantity of flax and barley. The loss was \$5,000, partly covered by insurance.

At Tyndall, S. D., recently fire which threatened to destroy the McCaull-Webster Elevator was of an unusual and picturesque character. A large gasoline tank near the elevator had been filled, but the man who filled it forgot to insert the top plug. The tank is set well into the ground, and the rapidly melting snow soon commenced to run over the top of the tank and the gasoline floated out on the surface of the miniature pond surrounding the tank. A film of gasoline had covered the ground for a space of about twenty feet when the leak was discovered. A great crowd soon gathered, and one of the spectators suggested that the gasoline be burned off the surface of the water. No sooner had he made the suggestion than he threw a lighted match into the gasoline-impregnated water. Instantly a pillar of flame 100 feet high shot into the air and it was only by a miracle that some of the spectators were not engulfed in the fire. Only by the prompt action of some of the men in throwing great quantities of snow against the side of the nearby elevator was the building saved from destruction. The fire diminished almost as quickly as it sprang into existence, without doing any great damage.

Frank B. Caffrey, deputy grain inspector for the Merchants' Exchange of St. Louis, Mo., is slowly convalescing, under favorable circumstances, however, from injuries sustained February 23, in an accident that all but resulted in his death. While weighing grain he stood beneath a hopper filled with 74,000 pounds of corn, when the supports gave way and he was crushed to the ground beneath the weight, which dropped fifteen feet. The accident occurred at F. W. Goeke & Co.'s Elevator. His left arm is broken near the shoulder, his shoulder blade and chest are severely injured, there are seven cuts on his face, reaching from the eyes to the chin, the cuticle of the right leg is scraped off from the knee down, and the flesh of his right arm is torn. His body is almost a continuous bruise. The inspector stepped to the scale beam and brightened the marks with his finger. There were 74,000 pounds in the hopper then, and more was pouring into it, when Caffrey heard something tumble. He turned to protest against any more grain being placed in the bin, when there was a crash, an iron bar struck his shoulder, bearing him to the earth, and an avalanche of corn swept down upon him. The supports of the hopper scale had given way, and the heavy timbers and the enormous load they had borne tumbled on and about Caffrey. The corn spread out quickly, but buried the inspector to a sufficient depth to protect him from the pressure of the timbers, and he was able to wriggle beneath the covering. He nearly smothered, but fought desperately to keep the grain from pouring into his mouth and nostrils. When the accident occurred several men saw Caffrey's predicament and instantly a dozen pairs of hands were at work hauling and shoveling the grain and debris away. It was fully expected to find him dead, though someone had the forethought to summon physicians. When extricated the grain inspector was unconscious, but was breathing and after temporary treatment was sent home. It was a week before he was able to sit up and even then his condition was so serious no one was admitted to see him. Mr. Caffrey has been employed by the Exchange since a boy and has held a membership for twenty-five years. He is 50 years of age.

The milling firms of New Ulm, Minn., have applied for a state grain inspector to be located at that place.

The total wheat receipts at Winnipeg, crop of 1906, to February 15, were 44,253,000 bushels, against 45,251,000 bushels, crop of 1905.

CROP REPORTS

On March 11 the crop reporting board of the United States Department of Agriculture issued a report showing that the amount of wheat remaining in farmers' hands on March 1 was 206,644,000 bushels or 28.1 per cent of last year's crop, as compared with 158,403,000 bushels or 22.9 per cent of the crop of 1905 on hand March 1, 1906. The amount of corn on March 1 was 1,289,000,000 bushels, or 44.3 per cent of last year's crop. Of oats there were on hand 384,461,000 bushels, or 39.8 per cent of last year's crop. Last year 40.9 per cent of the corn crop remained in farmers' hands, and of the oat crop 39.8 per cent, the same as this year. The following table shows the percentages of last year's crops of wheat, corn and oats on hand on March 1, in the sixteen principal grain producing states:

States.	Wheat.	Corn.	Oats.
New York	39	35	49
Pennsylvania	40	45	44
Texas	13	36	20
Ohio	35	43	38
Michigan	28	40	40
Indiana	26	44	30
Illinois	25	48	35
Wisconsin	37	39	43
Minnesota	30	36	43
Iowa	34	49	43
Missouri	23	43	38
Kansas	26	39	39
Nebraska	32	48	45
South Dakota	29	51	49
North Dakota	32	25	53
California	16	17	15

Farm reserves of wheat on hand March 1 were the largest ever recorded on that date, and the percentage of the preceding year's crop on hand March 1 was the second highest on record. The showing for three years, in millions of bushels, was:

Year.	Reserves, Mar. 1, bu.	Per cent.	Total crop.
1907	207	28.1	742
1906	158	22.9	735
1905	111	20.1	693

The quality left in the leading spring wheat states of the Northwest is about 54,000,000 bushels and in the leading winter wheat states about 94,000,000 bushels, leaving about 60,000,000 bushels to minor states.

Farm reserves of corn shown in the above report exceed the previous high record, that of 1897, by 134,000,000 bushels, and the percentage left on hand is the second highest known. Reserves since 1903 in millions of bushels were:

	Reserves, Mar. 1, bu.	Per cent.	Total crop, bushels.
1907	1,298	44.3	.....
1906	1,108	40.9	2,927
1905	954	38.7	2,708
1904	839	37.4	2,467

In the seven corn surplus states, which produced 1,719,000,000 bushels of last year's crop, there are farm reserves of 788,000,000 bushels, or about 10,000,000 bushels more than was left in these states a year ago. Farm reserves of oats are the largest in number of bushels on record, and are precisely the same in percentage of the preceding crop on hand as a year ago, when all records for high percentage were broken. Reserves March 1 for a term of years, with the previous year's crop totals, in millions of bushels, were:

	Reserves, March 1.	Pct.	Total crop, bu.
1907	384	39.8	...
1906	380	39.8	964
1905	347	38.8	953
1904	274	34.9	894
1903	365	36.9	784
1902	225	30.6	987
1901	293	36.2	736
1900	291	36.5	809

In the fourteen states which produce 85 per cent of the entire oat crop there are reserves of 347,000,000 bushels, or about 3,000,000 bushels more than these states contained a year ago.

Wheat around Fonda, N. Y., was reported in bad condition the last of February.

Farmers in the vicinity of Piqua, Ohio, reported the wheat badly frozen above the ground, early in March.

Reports from the principal wheat growing sections of Oregon show a splendid condition of wheat with plenty of moisture in the soil.

March is the critical period for wheat in Michigan. The state report shows 409 correspondents claim wheat was injured during February, while

401 say it was not. The Michigan crop had a poor start.

Kentucky's March report makes the wheat condition 99 and the acreage 92, compared with last year. Rye and barley are both promising.

Crop Expert B. W. Snow estimates a farm reserve of 1,210,000,000 bushels of corn, 191,000,000 bushels of wheat and 226,000,000 bushels of oats.

It was said at Hagerstown, Ind., during the first week of March that it was doubtful if the best weather could repair the damage to wheat already done.

A statement coming from Marysville, Kan., on March 5, is to the effect that winter wheat is in better condition than it has been for many years at this season.

Around Winona, Minn., it is estimated the barley acreage will be 60 per cent, corn 20 per cent and oats 10 per cent. Farmers report the soil is in unusually good condition.

A report issued by the Iowa Grain Dealers' Association, dated March 9, says: "Our monthly reports for February indicate that 75 per cent of the marketable portion of the last oat crop and 52 per cent of the marketable portion of the last corn crop has now left the farmers' hands in Iowa."

According to reports from Texas, Oklahoma and Indian Territory it appears the green bug, or oat louse, has invaded the wheat fields, with great damage. A dispatch from the secretary of the Oklahoma Grain Dealers' Association said: "Seventy-five per cent of the growing wheat crop in Texas has been ruined on account of the green bug. Other messages from Texas confirmed this statement. Early in March reports tended to show considerable damage was being done in Oklahoma and Indian Territory, and one or two reports said the insects were but a few miles from Kansas. On March 12 more conservative statements were received and a dispatch from Kansas City said: "The authorities at Oklahoma Agricultural College at Stillwater say green bug reports are greatly exaggerated and damage done likely to be slight. Where bugs have appeared they are being rapidly destroyed by their natural enemies, and the rapid growth of wheat will overcome bad effects of bugs." The highest Kansas authority laughs at the idea of serious damage from the pest. Another message from Kansas City says: "Three or four years ago, when the green bugs were prevalent, they did not do any damage, their ravages being confined principally to soft wheat. Hard wheat was full of them, but they did no damage. With plenty of moisture and growing weather we apprehend no damage to our hard wheat."

METHOD FOR DETERMINING MOISTURE IN GRAIN.

The Bureau of Plant Industry in Bulletin 99 has published the quick method for determining the percentage of moisture in corn derived by Edgar Brown, botanist in charge of the seed laboratory, and J. W. T. Duvel, assistant in the same laboratory. The bulletin says:

DESCRIPTION OF A METHOD FOR THE RAPID DETERMINATION OF MOISTURE.

The fundamental principle (a) on which this method of moisture determination is based consists in heating whole grains in oil to a temperature considerably above that of boiling water and thus driving out the water, which is afterwards condensed and measured in a graduated flask. With this method it is possible to determine the percentage of water in a sample of corn in from twenty to twenty-five minutes.

One hundred cubic centimeters of a good grade of hydrocarbon oil are measured and poured into a glass distillation flask (see Fig. 10). One hundred grams of corn are weighed on a torsion balance similar to the one shown in figure 1, the corn being emptied at once into the flask containing the oil. The neck of the flask is closed with a good rubber stopper carrying a thermometer, the bulb of which should extend well into the mixture of oil and corn. The side of the flask is then connected with a condenser by means of a second rubber stopper. With a strong gas burner the corn in the oil bath is then heated until the thermometer registers 190 degrees C. (374 degrees F.), at which time the flame is extinguished. The time required for the temperature to reach 190 degrees C. will be from ten to fifteen minutes, depending on the amount of water in the corn and on the volume of the flame. Eight or ten minutes after the flame has been removed the water will have ceased dropping from the condenser, and the number of cubic centimeters of water contained in the graduated cylinder beneath the condenser tube can be ascertained. This is the water actually removed from the corn and represents the percentage of moisture

originally in the sample, each cubic centimeter of water representing 1 per cent when a 100-gram sample is used. By the use of this method, together with the special apparatus described in this bulletin, a person familiar with laboratory work and an assistant should be able to make at least 200 moisture determinations in a day of eight hours.

PREPARATION OF SAMPLES FOR MOISTURE DETERMINATION.

Taking the Bulk Sample.—Care in drawing the bulk sample from the car, cargo, conveyer, etc., is of the utmost importance and cannot be too strongly emphasized, for unless this part of the work is properly done the true percentage of moisture in the grain cannot be determined.

The samples should be taken in such a way as to represent as nearly as possible the condition of the entire lot of grain under consideration, and in this respect the method herein described does not differ from any other system of inspection. The number of samples to be drawn from different parts of the bulk will depend upon the quantity and quality of the grain to be passed upon. The larger samples so drawn may be analyzed separately or they may be mixed together to form one composite sample representing the entire bulk and the smaller samples for the individual moisture determinations taken from this mixture, as the conditions may warrant. If the bulk of corn being examined is of uniform quality, a moisture determination of the composite sample will suffice; but if the bulk lacks uniformity, and particularly if of a low grade, the samples taken from different parts of the grain under consideration or at different times during the "running" should be analyzed separately. At the same time the amount of grain represented by each sample should be estimated. But whatever samples are intended for moisture determination must be put at once into a suitable air-tight container in order to prevent any drying of the grain on being exposed to the air; otherwise the amount of moisture actually present can not be accurately determined. This precaution is particularly important in the case of samples drawn from any bulk lot of grain which has begun to sweat.

Taking the Sample for the Moisture Test.—The accuracy of any method of determining moisture depends primarily on the small sample used for the test being thoroughly representative of the bulk sample. In order that the small sample may be representative, the bulk sample should be thoroughly mixed and small portions taken from different parts of it. The greatest accuracy can be secured through the use of some form of mechanical mixer and sampler, and the one shown on pages 12 and 13 of Circular 34, Revised, Office of Experiment Stations, modified so as to be adapted for larger grain, is recommended.

Size of Sample for the Moisture Test.—The size of the sample to be taken for the individual moisture test may be varied, but experience has shown that 100 grams of whole kernels give the most satisfactory results, which quantity has therefore been established as the standard for the method and apparatus for testing corn herein described. This is a sufficiently large quantity to insure the securing, without difficulty, of a representative sample. Moreover, when samples containing 100 grams are used, every cubic centimeter of water expelled from the grain represents 1 per cent of moisture, and the readings in the graduated cylinders are in percentages as well as in volume, thereby reducing the chances of error to a minimum.

Weighing the Sample for the Moisture Test.—In making moisture determinations according to the method outlined in the foregoing pages, the use of delicate analytical balances is obviated. An ordinary torsion balance, which is sensitive to one-thirtieth of a gram and can be purchased for about \$15, will serve every purpose. A more delicate balance is entirely unnecessary when it is remembered that one kernel of corn weighs approximately one-third of a gram. The scale pans are 6 inches in diameter, and the side beam shows 5 grams, graduated in one hundred divisions, each one-twentieth of a gram, and the total capacity of the balances is 2 pounds, or 907 grams. Balances of this kind are easily operated, and the time consumed in the weighing need not be longer than that required for the pharmacist to weigh out the prepared drugs for his medicines.

A specially constructed scale pan (like a sample pan) should be secured to facilitate the transferring of the weighed samples to the distillation flasks, the opening in the end of the scoop being of the same size as the neck of the flasks—1 inch. If made of light material, preferably aluminum, a scoop of this kind need not weigh more than 50 or 75 grams and can be substituted for one of the scale pans or used with a counterpoise. The scoop should be about 4 inches wide.

Grinding the Grain Unnecessary.—The whole kernels are used for making the moisture determination, thus doing away with the preliminary grinding of the samples; in fact, the method described is not applicable, without some modification, to samples of ground grain. Ground samples have a tendency to cake in the bottom of the flask and prevent a free circulation of the oil, with a corresponding variation in the temperature at different points in the sample of meal, and the results obtained are not reliable. Moreover, the grinding of samples for the determination of moisture in commercial grain is always to be avoided. Grain of this character generally contains a high percentage of moisture, and with the "burr" type of mill usually used for grinding samples of this kind the friction developed during the grinding causes a rise in temperature and a corresponding loss of moisture. This loss of moisture increases as the water content of the grain increases, and in samples of grain which have begun to sweat this loss is frequently as much as 1½ per cent.

OIL FOR THE MOISTURE TEST.

Quality Required.—In securing an oil suitable for the bath in which the corn is to be heated, five primary factors must be taken into consideration:

- (1) The oil must be free from water.
- (2) It must be an oil having a comparatively low viscosity, so that it will run freely at ordinary room temperature.
- (3) The flash point must be sufficiently high to avoid danger of an explosion or fire.
- (4) The saponification value should be zero.
- (5) The oil must be cheap.

Experiments have demonstrated that any of the pure hydrocarbon oils showing a composition within the range of the two samples indicated below will give satisfactory results:

	No. 1.	No. 2.
Specific gravity at 15.5° C.....	0.9095	0.8957
Viscosity at 20° C. (Engler)...	19.2	6.2
Flash point (open cup) degrees centigrade	205	175
Fire point (open cup) do.....	245	210
Saponification value	None.	None.

An oil similar to sample No. 1 is to be preferred to sample No. 2, owing to the difference in the flash point, although the latter may be used with safety if the necessary precautions are taken to prevent the temperature running too high; however, an oil with a flash as low as 175 degrees C. in an open cup is not to be recommended for general use. An oil with a flash point of from 200 degrees to 205 degrees C. (open cup) and a viscosity of 10 or 15 at 20 degrees C. (Engler) is more desirable. Oils of this character are found among many grades of lubricating oils, especially those known as "engine oils," and can be purchased in barrel lots for about 12½ or 15 cents a gallon.

As the moisture is liberated from the grain the foaming of the oil will be quite pronounced, and the flask must be sufficiently large to prevent the foaming oil from being carried over into the condenser tube. The foaming can be greatly reduced by the addition of from 15 to 20 per cent of paraffin, but this is usually unnecessary.

Quantity Required.—The quantity of the oil in the distillation flask admits of a wide variation, it being only necessary to have such a quantity of oil that all of the grain used for the test will be immersed. One hundred grams of corn require approximately 100 cubic centimeters of oil, while if only 50 grams of grains are used the quantity of oil can be reduced. The quantity of oil used, however, is not an important factor, inasmuch as the greater part of it can be recovered by emptying the contents of the flask into a colander at the close of the test and allowing the oil to drain off. The oil so recovered can be used again with equally as good results as with fresh oil. But even if the oil is not used a second time, 1 gallon, costing 12½ or 15 cents, is sufficient for forty tests.

[To be concluded.]

The Northwestern Ohio and Northern Indiana Grain Dealers' Association met in the parlors of the Randall Hotel, Fort Wayne, on February 19, and elected the following officers for the ensuing year: President, H. C. Tinkham, Latty, Ohio; vice-president, Charles Pierce of Van Wert, and secretary-treasurer, H. G. Pollock of Middlepoint, Ohio.

The secretary of state of Wisconsin has discovered that Mr. Swanston, who represented North Dakota on the Wisconsin Grain Commission for some time, has been allowed his salary of \$100 a month right along since his resignation on September 6, 1906, and its acceptance on October 8. The secretary thinks the auditing system of the state needs overhauling.

[From the Railway Age.]

THE FUTURE OF ST. LOUIS AS A GRAIN MARKET.

BY J. C. LINCOLN,

Commissioner St. Louis Traffic Bureau of the Merchants' Exchange.

In forecasting the future of a grain market we must first take into consideration that which goes toward making a market. The first consideration is the natural advantages which belong to the community or city by inherent right or by the laws of nature; the second is the artificial advantages created by man or the result of a system. The natural advantages to be considered are location as to grain production and location as to consumption, and the advantages of distributing the stores collected. The artificial advantages are warehouse and elevator facilities, speculative values created by these means, and the concentration of capital in the business.

Geographically, St. Louis' location is ideal, being at the heart of the Mississippi Valley, at the delta of the Missouri Valley, in close proximity to the valley served by the Ohio River, each of which valleys is fed by streams tributary thereto, and in all of which the soil is rich in production. With the proper protection of our waterways by the United States government, making them safe for the transportation of property (a question which should be seriously agitated by Congress), St. Louis and the enormous territory served by these waterways will then receive directly and indirectly the benefit of cheap water transportation, with the result, which invariably follows, of cheap rail transportation as well.

St. Louis is the east and southeast terminal of such great systems, penetrating the agricultural districts, as the Chicago, Burlington & Quincy, St. Louis & San Francisco, Chicago, Rock Island & Pacific, Missouri Pacific and Missouri, Kansas & Texas; it is an important terminal point of that portion of the Wabash and the Chicago & Alton situated north and west of St. Louis in a prosperous grain territory; it is also an important terminal point of the Illinois Central for bringing in the grain from Illinois and Iowa, and the distribution of grain from St. Louis to the South and Southeast; it is the western terminal of the following great systems: The Vandalia (Pennsylvania System), Cleveland, Cincinnati, Chicago & St. Louis (Vanderbilt System), Baltimore & Ohio System, Toledo, St. Louis & Western and the Chicago, Peoria & St. Louis. It is the north and northwestern terminal of the Southern, Louisville & Nashville, Mobile & Ohio, St. Louis, Iron Mountain & Southern, St. Louis Southwestern and the St. Louis & San Francisco. Thus, it will be seen that St. Louis is exceptionally favored with rail transportation facilities by great systems reaching in every direction from a most important terminal point on the respective systems, and is the central point where lines from the West and Northwest, from the East, from the South and Southeast meet. It thereby has the advantage for concentrating grain in and the distribution of the grain and its product out enjoyed by no other city. For the accommodation of export traffic it is served by lines leading direct to the gulf ports of New Orleans, Mobile and Pensacola, and to Atlantic ports by lines leading direct to Norfolk, Newport News, Boston, New York, Baltimore and Philadelphia, thus enjoying at all times the benefit of the various ports and ocean-going rates to foreign countries.

On domestic business, which tonnage is far in excess of the export and more nearly affects this market as to volume of business, St. Louis is the gateway to the great consuming territories embraced in the Mississippi Valley, the Southeast and the East, all of which territories have to draw upon outside sources for their supply of food. Illinois, Iowa, Kansas, Nebraska, Missouri and Indiana are the greatest grain producing states, producing over 50 per cent of the total of the United States. The states ranked, in 1905, in the following order:

Wheat Production.	Wheat Shipments.	Corn Production.
1st..... Kansas.	North Dakota.	Illinois.
2d..... North Dakota.	Kansas.	Iowa.
3d..... Minnesota.	Minnesota.	Nebraska.
4th..... Nebraska.	Nebraska.	Missouri.
5th..... South Dakota.	.....	Kansas.
Corn Shipments.	Oat Production.	Oat Shipments.
1st..... Illinois.	Illinois.	Illinois.
2d..... Nebraska.	Iowa.	Iowa.
3d..... Iowa.	Wisconsin.	Minnesota.
4th.....	Minnesota.	Nebraska.
5th.....	Nebraska.	.....

As the great bulk of grain for shipping purposes is grown north, northwest and west of St. Louis, and the greatest consumption is south, southeast and east of St. Louis, it can readily be seen that owing to the transportation facilities, both rail and water, the grain carrying lines from the west terminating at St. Louis, the large

systems to the south, southeast and east starting from St. Louis, this city is located in the line of least resistance for transportation purposes. Why should not, therefore, St. Louis be the growing grain market?

From a transportation standpoint, too much consideration cannot be given to the fact, in view of the usual car shortage during the crop movement and the tendency of the lines to keep their cars on their own system, that the lines from the grain fields terminate at St. Louis, at which point the grain can be placed in elevators or warehouses, thus affording prompt release of their equipment; the lines leading from St. Louis to the consuming territory are then in a position to keep their cars on their own lines and furnish equipment as business interests require from day to day, instead of sending their cars to foreign lines for prospective loading.

The rapid development of the South and the increasing trade with Cuba, the West Indies and South American countries has inured to the advantage of this market, and there is a promise of even a greater growth with the opening of the Panama Canal, thus making accessible via the gulf ports business not heretofore enjoyed by this market.

The present need of St. Louis is for greater and modern elevator and storage facilities; more capital in the grain trade to accumulate and hold stocks to meet the domestic and export demands; also firms with necessary capital and foreign correspondents for the handling of export grain direct to the foreign customer.

As a grain market St. Louis has been lying dormant for a number of years, because of artificial conditions and discriminations that have been practiced against this market, but which appear to be rapidly passing away. Big lines of elevators have been operating in the interior in the interest of terminal houses located at points other than St. Louis; and, through their operations creating artificial markets to secure advantages enjoyed by putting the grain through the elevators, and through favorable rates obtained by line operators, St. Louis has been discriminated against, as these preferences have not been enjoyed by this market except in the slightest degree. As we may now hope that by enforcement of the laws preferential rates and favors will be discontinued and every man will be on common ground, we confidently believe St. Louis will come into her natural advantages and will progress as no other grain market.

Chicago has been the great grain market—although affected to some extent by the conditions I have mentioned—owing to her large storage capacity, the great amount of capital invested in the grain business and the large stocks required to be kept on hand to support speculative options and for future shipments, also by reason of preferential advantages enjoyed by large operators through their elevators and line houses.

Generally speaking, our rates from the grain producing territory are so adjusted as to be non-discriminative, but from some sections properly tributary to St. Louis the adjustment which we should enjoy has not been made, owing to the local environments of the traffic officials of the lines involved, which are in a fair way to being adjusted.

In my opinion, the future of this city as a grain market and milling point is brighter than at any previous period of her history.

At a Commerce Commission hearing at Oklahoma City on January 31, it was brought out that it is sometimes cheaper to ship grain 800 miles to Chicago than it is to Gainesville, Texas, 140 miles. W. O. Mitchell testified that when there was a wheat failure in Texas, the Santa Fe raised the rates to a prohibitory point and forced the shippers to ship north.

The prize of \$50 offered by Oklahoma City Chamber of Commerce for the largest ear of corn produced in either Indian or Oklahoma Territory was won by S. H. Sorensen of Yukon, O. T., a lad of 17. This boy "corn king" received nearly \$100 in premiums as reward for his skill as a farmer, besides a scholarship in one of the leading commercial colleges of the city. He was born in the Choctaw Nation and is studying to be an engineer. Meantime he is making \$3,000 a year profit on the farm owned by his father but put into the boy's hands to manage. His 80 acres of corn averaged a trifle more than 100 bushels to the acre, and he took a prize of \$25 for the best bushel of white corn at the corn show. The judges counted every grain on each ear and found exactly the same number of grains to the ear—1,386. The prize ear for size, for which he received \$50, measured 16½ inches in length and contained 1,458 grains.

PERSONAL

E. B. Friel will have charge of the new elevator at Wetonka, S. D.

A. S. Joyce has resigned as manager of the Atlas Elevator at Orchard, Neb.

James Andrews is the new manager for the Squires Elevator Co. at Squires, Ill.

James Dunn of Osman will buy grain for the Fairbanks Elevator at Blue Ridge, Ill.

R. L. Drayton of Omaha, Neb., is manager for the Atlas Elevator Co. at Orchard, Neb.

E. J. McMullen has resigned as grain buyer for the Benson Grain Co. at Slayton, Minn.

W. W. Haight has taken the office of grain buyer for the Cargill Elevator Co. at Clark, S. D.

N. T. Austinson of Dennison, Minn., is at Stanton, where he is in charge of the elevator.

William Swanston has succeeded Jerry Wolfe in charge of the Neola Elevator at Norris, Ill.

Ed. Beachel has resigned as manager of the Central Granaries Elevator at Wilsonville, Neb.

B. J. Tobin, formerly with the Goemann Grain Co. at Mansfield, Ohio, is now at Burlington, Iowa.

George Scheid of Easton, Minn., will go to Calender, Iowa, as grain buyer for the elevator there.

Nic Schermer, Sr., of St. Michael, Minn., is now buying grain for the Cargill Elevator Co. at Rogers.

J. Barry Mahool, a prominent grain man of Baltimore, Md., is a candidate for the mayor's chair.

C. E. McCulloch of Underwood, N. D., has charge of the Mandan Mercantile Co.'s elevator at Baldwin.

O. Mygard is buyer at the Osborne-McMillan Elevator, which has been reopened at Wyndmere, N. D.

J. E. Morris succeeds Charles Merkel in charge of the Northern Grain Co.'s elevator at Fairmont, Minn.

Walter Warren has taken Joseph Nett's place as manager of the Farmers' Elevator at Lake Wilson, Minn.

John A. Costello of Chicago, Ill., has been appointed grain inspector at the Interior Elevator in South Bend, Ind.

W. R. Kronforst of Kaukauna, Wis., is in charge of the new elevator William Rahr Son's Co. built at Maribel, Wis.

A. J. Lindgren is managing the Monarch Elevator at White Rock, S. D., after having been out of the trade for a year.

C. L. Bowdish of Stockbridge, Mich., has gone to Pottsville, Mich., to take charge of an elevator for the Stockbridge Elevator Co.

James Smita, one of the oldest members of the Chamber of Commerce at Milwaukee, Wis., is recovering from an attack of pneumonia.

Dan Leary, grain buyer for J. E. Hawthorne at Holden, Ill., has gone to Secor to accept a similar place at Mr. Hawthorne's elevator there.

Charles Jackson, who has assisted P. C. Carlson at Farnhamville, Iowa, for several years, has become manager of the Interstate Elevator Co.'s plant.

H. H. Burris has resigned as manager of the elevator at Orleans, Minn., belonging to the Homestead Elevator Co. and will leave for Texas early in April.

H. G. Clark, formerly in the elevator business at Colfax, Ind., has gone to Oklahoma City, Okla., to become superintendent of an elevator he is interested in.

Robert Krull, a hay and straw dealer of Milwaukee, Wis., is convalescing from a month's confinement in his home because of an affliction of the limbs.

Frank J. Crehore, a member of the grain firm of Miner & Crehore of Chicopee, Mass., is seriously ill with appendicitis at the Wessen Memorial Hospital in Springfield.

James Sterling, Jr., a grain inspector in Chicago, Ill., whose father is said to be a Board of Trade man, was shot and severely wounded, one night last month, by a negro.

Julius Anderson, buyer for the Great Western Elevator Co. at Franklin, Minn., will accept a similar place with the Franklin Milling Co., as the former's plant has closed for the season.

Owing to the sudden illness of D. J. Crowley, a manager for Zahm & Co., Mr. J. Frank Zahm, who had started for Paris with Mrs. Zahm, was suddenly recalled from the East. Mr. Crowley is now in Florida, where he is reported as improv-

ing, and after a month or six weeks of rest will return to his duties and Mr. Zahm will depart for the French capital.

Judge James Calvin Tobias, of the Tobias Grain Co., Bucyrus, Ohio, and who is well known to our readers as a contributor, retired from the Common Pleas bench on February 11. The event of his laying aside the robes of office was marked by a banquet at which many celebrities were present.

Harold B. Wrenn, son of John H. Wrenn, president of John H. Wrenn & Co., grain dealers of Chicago, Ill., was assaulted and severely pummeled by a highwayman who came out from an alley near Mr. Wrenn's home. The assailant used a deadly weapon and the injuries Mr. Wrenn sustained were severe, as he lay unconscious for more than an hour. The man did not take any of his victim's valuables.

John Hill, Jr., of the Hill National Reporting Agency, Chicago, is slowly convalescing from an illness which all but resulted in death. On February 26, a specialist cut arteries in both arms and relieved the heart from pressure of blood forced into the lungs. Medical men agree that had this operation been postponed ten minutes it would have been too late. Weak kidneys and heart are responsible for the illness of Mr. Hill.

THE ENGLISH "QUARTER."

Consul Walter C. Hamm, at Hull, gives some explanation of the English method of buying and selling grain by the "quarter," and the confusion which it often occasions. This classification of agricultural produce has become largely obsolete in America, but it is still regularly in use in England.

The conflict of different "quarters" as units for agricultural sales is incessant in England and misapprehensions occur daily. The original "quarter" is said to have been the "quarter" of an extinct chaldron of 2,016 pounds, but this has never been proved, and all that is known is that no "quarter" used on modern markets is a quarter of a ton. The sales of English wheat at present take place chiefly by the Government "quarter" of 480 pounds and the Mark lane "quarter" of 504 pounds, but the Government allows sales by other than the Government "quarter" on its 190 statute markets, and there are other "quarters" than the 504 pounds once used at Mark lane.

Russian wheat is sold by the "quarter" of 492 pounds where cargoes and "parcels" or medium-sized transactions, ex ship, are concerned; when it is sold "off stands" 496 pounds is usual. American wheat is sold by the "quarter" of 480 pounds, if shipped from the Atlantic, but by the "quarter" of 500 pounds, if shipped from the Pacific seaboard.

The following brief table may save some trouble to American sellers of wheat in England, the columns showing what the cost of a "quarter," when measured by the different standards, would be at that price:

Per quarter of 480 pounds.	Per quarter of 496 pounds.	Per quarter of 500 pounds.	Per quarter of 504 pounds.
\$5.76	\$5.95	\$6.00	\$6.12½
6.04½	6.24½	6.30	6.35
6.33½	6.54½	6.60	6.65
6.62	6.84	6.90	6.95
6.91	7.14	7.20	7.25½
7.20	7.44	7.50	7.56
7.48½	7.73½	7.80	7.86
7.77½	8.04	8.10	8.16
8.06	8.33	8.40	8.47

The perplexities of the "quarter" seem to be enough, but there is also the weight as grown, or natural weight, and this is very important, weight being a great index to quality and the best guide that buyers, not expert critics and judges of samples, have to secure profitable market transactions. It has been suggested that this standard be abolished, but it would destroy all hope of uniformity and increase the difficulty of keeping accounts, which most find too great already. Yet it has been mooted by practical men for a practical reason.

At present let us see what happens in certain concrete cases. A buyer of American oats finds that the "quarter" is of 320 pounds. His knowledge of oats as a cereal tells him that this is excellent natural weight, arguing very fair, though, of course, not the highest quality. But the American oats delivered to him will usually be oats whose natural weight is only 288 to 304 pounds, the deficiency being made up to him. It is the same in one way, but very far from the same in another.

When the many confusing standards in weights and measures, like the many confusing standards in money, are done away with, and one universal standard of weight and measure is adopted, the loss and embarrassments now felt in commercial transactions will be avoided.

Send us the grain news from your neighborhood.

LATE PATENTS

Issued on February 12, 1907.

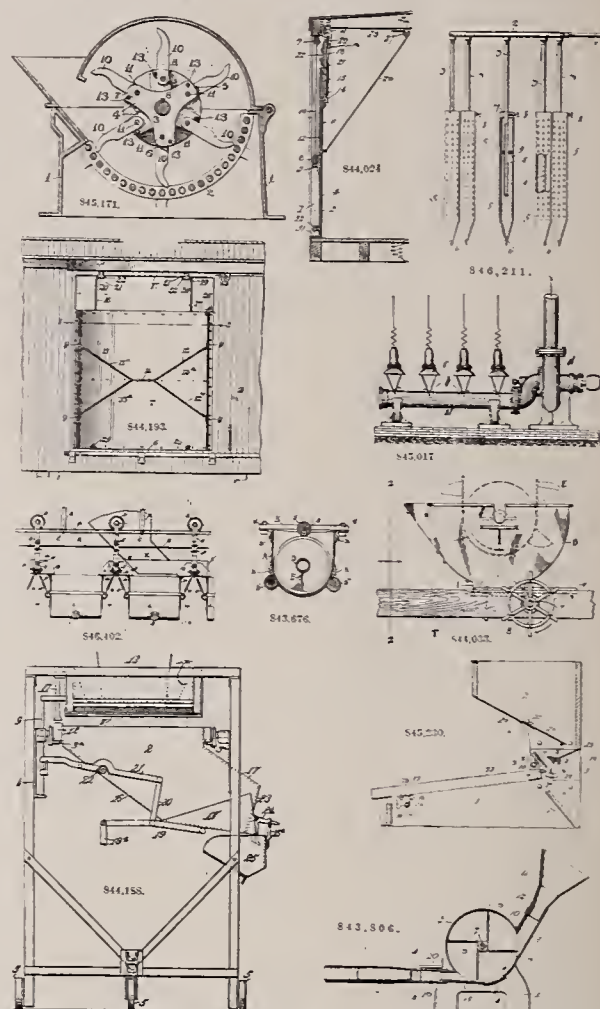
Conveyor.—Chas. O. Gustavsen, Columbus, Ohio, assignor to Joseph A. Jeffrey, Columbus, Ohio. Filed April 27, 1906. No. 843,676. See cut.

Pneumatic Conveyor.—Clarence L. Groves, Hartford City, Ind., assignor, by direct and mesne assignments, of one-half to George R. Meyers and one-half to T. J. D. Larmoyeux, Hartford City, Ind. Filed April 27, 1906. No. 843,806. See cut.

Grain Car Door.—John Johnson, Duluth, Minn. Filed March 10, 1906. No. 844,024. See cut.

Elevator Boot.—Rodger Munn, Anaconda, Mont. Filed June 28, 1906. No. 844,033. See cut.

Automatic Weighing Machine.—Henry Richardson, New York, N. Y. Filed November 22, 1905. No. 844,188. See cut.



Grain Door for Cars.—Emile Schreiber, Atchison, Kan. Filed February 28, 1906. No. 844,193. See cut.

Issued on February 19, 1907.

Apparatus for Improving Grain.—Carl Trettau, Gimmel, Germany. Original application filed October 26, 1905. Divided and this application filed November 2, 1906. No. 845,017. See cut.

Issued on February 26, 1907.

Crusher and Pulverizer.—William H. Gardner, Basic City, Va., assignor to Williams Patent Crusher and Pulverizer Co., St. Louis, Mo. Filed December 28, 1905. No. 845,171. See cut.

Corn Sorter.—Levi P. Graham, Decatur, Ill. Filed March 31, 1906. No. 845,230. See cut.

Conveyor Apron.—Emil Schaffner, Wimbledon, N. D. Filed November 17, 1906. No. 845,269.

Grain Bleacher.—Harry J. Caldwell and James R. Barr, Earl Park, Ind. Filed July 11, 1904. No. 845,446.

Issued on March 5, 1907.

Cleaning and Separating Machine.—Axel T. Hedfeldt, Chicago, Ill., assignor to Hedfeldt Company, Chicago, Ill. Filed November 28, 1904. No. 845,870.

Grain Renovator.—Lewis J. Johnson, Spring Bay, Ill. Filed Nov. 9, 1905. No. 846,211. See cut.

Conveyor.—John F. Doehle, Plainfield, N. J. Filed December 22, 1905. No. 846,402. See cut.

THE BUCKET-SHOP.

Bucket-shops are getting very anxious for business in some localities. We understand one offers to fill orders without commission. The reason they do this is to get business and simply hope and bet their customers will lose. Missouri has joined the procession, and a bill is now in the legislature to

knock out bucket-shops. We haven't seen the entire bill, but the Modern Miller speaks of it, says it is a stringent one and not only makes bucket-shopping a felony, but prohibits telegraph or telephone companies from furnishing them any service. The Modern Miller gives the boards of trade a deserved slap when it says they spend large sums of money to prevent bucket-shops using their quotations, but seem to take no part in urging, assisting or directing the enactment of legislation which would cure the evil. Missouri has in times gone by had more bucket-shops than any other state in the Union, and we hope the Ely Bill will pass. Wonder if it wouldn't be a good idea to drop a similar bill into the Ohio legislature?—Zahm's Red Letter.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

FOR SALE.

Grain elevator and feed warehouse at Sterling, Ohio, on crossing of Erie, B. & O. and C. L. & W. Rys. Fine trade in grain and feed, also in hay. Elevator will hold 30 cars hay and 8,000 bushels grain. Write for particulars. Address

H. A. SLEMMONS, Sterling, Ohio.

FOR SALE.

Two modern elevators, one situated in western Minnesota and the other in eastern North Dakota, both on the Soo line. One has a capacity of 25,000 bushels and the other 35,000 bushels; both cribbed and strictly modern in every way. Good business, good competition, good reason for selling. Address

L. B. 713, Sioux Falls, S. D.

FOR SALE.

One-hundred-thousand-bushel elevator, doing an annual business of 500,000 bushels, located in best grain district of western Indiana, on the Chicago & Eastern Illinois Railroad, about 100 miles from Chicago. The plant has first-class equipment and is in perfect order. Write for full description and particulars to

BOX 3, Freeland Park, Ind.

THREE SPECIAL BARGAINS.

One 10,000-bushel elevator; N. Y. C., western Indiana; ships 100 to 150 cars corn and oats; house good as new; \$4,500 cash.

One N. Y. C. Elevator; western Indiana; will average over 200 cars corn and oats; house good; \$7,000 cash.

One 10,000-bushel elevator; C. H. & D., western Indiana; first-class condition; ships sure 125,000; large territory; good as new; \$5,000 cash. No competition at either of these. Must hurry to get them. Have buyer for Cutler Grain Dryer, good condition.

JOHN A. RICE, Frankfort, Ind.

OLD ESTABLISHED BUSINESS FOR SALE.

In order to close the estate of Samuel Thomas, deceased, the grain depot and business in Phillipsburg, N. J., conducted by him for 42 years, will be sold at private sale. The property has frontage of 60 feet on South Main St. and extends to Belvidere-Delaware branch of the P. R. R.; is improved with large stone and brick building (two stories on street and four stories on railroad side), fitted up with hopper scales, conveyors, and all modern appliances for wholesale and retail grain business, also railroad siding. For further particulars, apply to

SMITH & BRADY, Attorneys for Estate, Phillipsburg, N. J.

FOR SALE, RENT OR EXCHANGE.

Good mill and elevator located in fine wheat country. Favorable terms. Address

F. S. R., Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

ELEVATORS FOR SALE.

We have a large list of extra good bargains in elevators, first-class locations, doing good business. Write for prices and descriptions, giving location you prefer. We furnish managers and buyers for elevators and secure positions for men who wish to change their location. If interested in an elevator or milling proposition be sure and write to us.

IOWA MILL AND ELEVATOR BROKERS, Independence, Iowa.

MACHINERY

ENGINES FOR SALE.

Gasoline engines for sale, 5, 7, 10 and 20 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

PEERLESS GRAIN FEEDERS.

For ear corn and small grain. Something new. Write for prices.

PEERLESS FEEDER CO., Sidney, Ohio.

FOR SALE.

One No. 37 Howes Oat Clipper, good as new. Address

THE ADY & CROWE MERCANTILE CO., Denver, Colo.

SPECIAL BARGAIN.

In No. 2 Nordyke & Marmon Cornmeal Dryers, capacity 50 bushels per hour. Good as new; write for prices.

A. S. GARMAN & CO., Akron, Ohio.

FOR SALE.

Gasoline engines; one 54-horse Fairbanks-Morse; one 28, one 16, one 12, 2, 8 and 25 horsepower Sterling Charter. All sizes and prices in small sizes.

A. H. McDONALD, 38 W. Randolph St., Chicago.

FOR SALE.

One No. 6 Monitor Dustless Receiving Separator. Two No. 7 Eureka Warehouse Scourers. One No. 2½ Western Corn Sheller. One lot second-hand elevators and conveyors. One lot of second-hand buhr mills and grinders. THE STRAUB MACHINERY CO., Cincinnati, Ohio.

FOR SALE VERY CHEAP.

One Wheelock Automatic Engine, cylinder 20x48, diameter of shaft, 8 inches; length of shaft, 7 feet 10 inches. Engine right hand.

With engine goes full set of oil cups, one cylinder lubricator (Detroit Double Connection) and one receiver and separator, 5 feet by 10 inches by 15 inches. Engine and fittings in good condition. Reason for selling, plant requires larger engine. Address all inquiries to

HYGIENIC FOOD CO., Battle Creek, Mich.

MACHINERY FOR SALE.

One second-hand 40-horsepower horizontal steam boiler, return flue.

One second-hand 15-horsepower horizontal Atlas Steam Engine.

One second-hand Cochrane Open Heater for 60-horsepower boiler.

One second-hand steam boiler feed pump for 60-horsepower boiler.

One second-hand Snyder Hughes Duplex Horizontal Steam Pump, having 12x12-inch steam cylinder and 10x12-inch water cylinder, a 6-inch suction and 6-inch outlet. Also pipes, pulleys and valves for connecting this machinery. All practically as good as new and are in the way and must be sold.

J. R. MARSH, Cedar Vale, Kan.

FOR SALE.

One 50-horsepower Westinghouse Gas or Gasoline Engine, as good as new. Has not seen to exceed 9 months of actual wear.

One dynamo, Fairbanks-Morse, No. 1303 D, K. W. 10, A. M. P. 83, volts 120, R. P. M. 1,250.

One dynamo, Fairbanks-Morse, No. 1386 K, K. W. 60, A. M. P. 110, volts 525, R. P. M. 925.

S. M. ISBELL & CO., Jackson, Mich.

FOR SALE.

One 125-horsepower, left-hand Automatic Atlas Engine, heavy duty.

Two 80-horsepower return tubular boilers, full-flushed front.

One 200-horsepower Cochrane Heater.

Three Gardner Duplex Pumps.

One 60-inch x 7-foot ¼-inch steel tank, with all necessary piping, cut and threaded, to connect boiler and engine, 20-foot centers.

CAPITAL GRAIN AND ELEVATOR CO., Oklahoma City, Okla.

SCALES

SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

WANTED.

Second-hand track scale, accurate and in good condition. Send full particulars.

WOLFF BROTHERS, Hainesburg, Warren Co., N. J.

POSITION WANTED.

Either buying or selling hay, straw, grain or feed. Have had experience in the business and can furnish good references. Address

L. L. DOREY, 179 S. Division St., Buffalo, N. Y.

POSITION WANTED.

By a man with over 15 years' experience in the running of both inland and seaboard grain elevators. Competent of taking full charge. First-class reference. Address

K., Box 3, care "American Elevator and Grain Trade," Chicago, Ill.

GRAIN TABLES.

Quick method for reducing corn, wheat, oats, rye and barley from pounds to bushels. Shows at sight from 1,000 to 100,000 pounds. An indispensable book for the grain dealer. Published by

STROMBERG, ALLEN & CO., 302 Clark Street, Chicago, Ill.

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TO EXCHANGE.

Illinois corn and wheat farm to trade for good paying grain elevators. Address

J. M. MAGUIRE, Campus, Ill.

WANTED.

Elevator or mill and elevator for good improved Illinois or Iowa farm. Address

IOWA, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

LOCATIONS FOR ELEVATORS.

Good locations for elevators and other industries on the line of the Belt Railway of Chicago. Low switching rates and good car supply. For further information address

B. THOMAS, Pres., Room 11, Dearborn Station, Chicago, Ill.

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FOR SALE.

Kaffir corn and milling wheat. Get our prices. Address
THE A. R. CLARK GRAIN CO., Wichita, Kan.

WANTED.

Oats, corn, feeds and hay of all kinds. Send samples and quotations. Address
SOUTH SHORE GRAIN CO., Quincy, Mass.

FOR SALE.

Seed barley and seed oats raised on Mississippi Bluffs; clean, heavy and bright. Write us for samples and prices.

R. E. JONES CO., Wabasha, Minn.

SEED CORN.

I sell pure-bred Reid's Yellow Dent Seed Corn. It is a good yielder and wins prizes wherever shown. My price is \$2.50 per bushel, in the ear or shelled and graded. I also have some very choice Silver Mine oats, timothy and red clover. Prices right; samples on request. Address
FRED McCULLOCH, R. F. D. No. 1, Hartwick, Iowa.

FOR SALE. KANSAS GROWN ALFALFA, CANE SEED, MILLET, MEADOW FESCUE and other KANSAS GRASS SEEDS. Samples on application. THE BARTEDES SEED COMPANY, Lawrence, Kansas.

SEEDS FOR SALE. Write for samples and prices of CLOVER, TIMOTHY, MILLET, SORGHUM, KAFFIR CORN. NATIVE WESTERN GROWN ALFALFA OUR SPECIALTY. MISSOURI SEED CO., 1445 St. Louis Ave., KANSAS CITY, MO.

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We want your Medium, Mammoth and Alsike Clover; also Buckwheat and other field seeds

Send Samples, State Amount and Price

We will wire acceptance

ADAMS SEED CO., SUCCESSORS TO
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Decorah, Iowa

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WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

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For Grain Elevators**

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

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HAY	Clover Hay Wanted	GRAIN
	Our superior facilities and connections with large buyers of HAY and GRAIN enable us to get the best prices. Liberal advances made on shipments.	
	Daniel McCaffrey's Sons Co. Pittsburg, Pa.	
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OUR SPECIALTY: RECLEANED ILLINOIS SHELLLED CORN
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Mohr-Holstein Commission Co.

29 Chamber of Commerce

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Ship us your next car	
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The Golden Rule grain and seed firm of Toledo. Try them on futures, grain, seeds and provisions, Toledo and Chicago. They give GOOD SERVICE. Send them your Toledo consignments of seeds and grain if you want TOP PRICES. Accept their bids. Since 1846 they have passed through panics, wars, floods and fires. Ask for their SPECIAL reports. Read Boy Solomon's sermons.
Be friendly. Write occasionally

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Consignments Solicited Ask for our Daily Grain Bids
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The J. J. Coon Grain Co.

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Buy and Sell Grain

SELL US YOURS

If you don't get our bids, ask for them. Consignments always welcome. Consign us yours.

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We work a large country business. See the point?

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Members National Grain Ass'n—National Hay Ass'n

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Have all facilities and every equipment for handling your business

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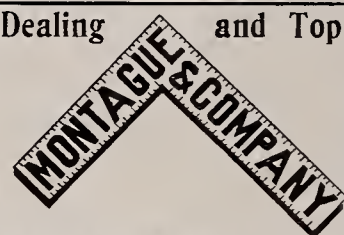
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Your interests are our interests.

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ESTABLISHED 1852

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72 Board of Trade, CHICAGO

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GRAIN DEALERS

Consignments solicited. This
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HAY, STRAW AND GRAIN

COMMISSION MERCHANTS

Correspondence and Consignments 66 BOARD OF TRADE
Solicited. Market Reports on Application. CHICAGO, ILL.

CHICAGO



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grain on consignment or for
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Experienced Men on 'Change
Ample Financial Resources
Thirty Years' Experience

77 Board of Trade

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Special attention given consignments of grain
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Orders in futures carefully executed.

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All business transacted through and confirmed
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Business Solicited in any Department. Receiving,
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SHIPPERS

Owners and operators Prairie State Transfer
Elevator at Kankakee, Ill.

97 Board of Trade, CHICAGO

POPE AND ECKHARDT CO.,
COMMISSION MERCHANTS

GRAIN
SEEDS
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CHICAGO.

WILLIAM J. POPE, Pres.
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CHICAGO

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Our Successful Record Speaks for Itself.
Our Service COSTS the Same as Others'.
THE BEST is the CHEAPEST.

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President. Vice-President. Secy-Treas.

HOOPER GRAIN CO.

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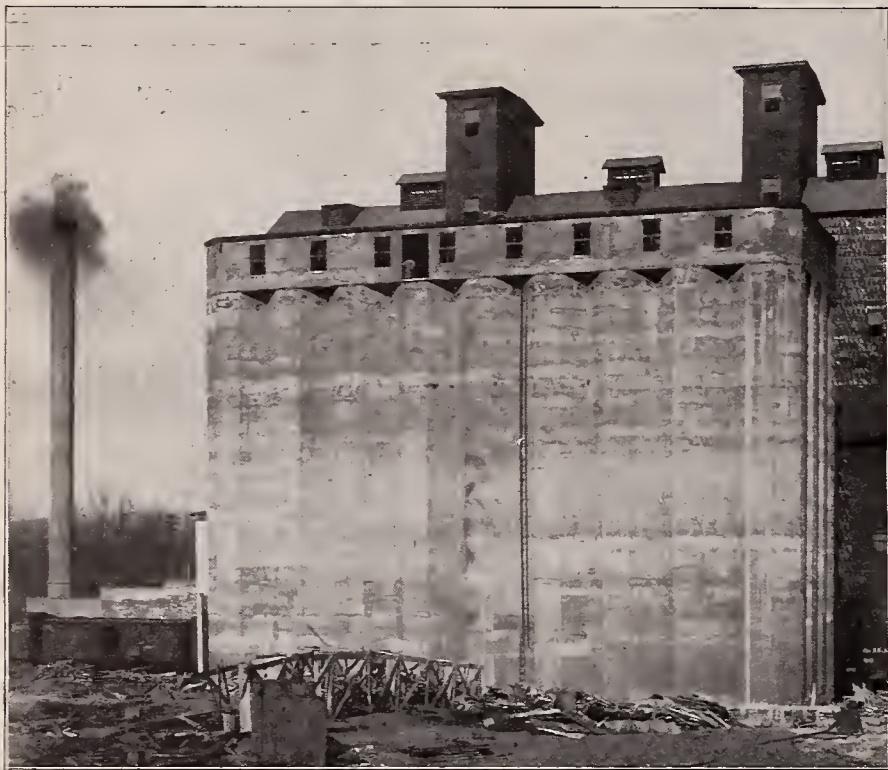
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Belt Line Elevator, Superior,	2,500,000	F. H. Peavey & Co., No. 1,	1,750,000
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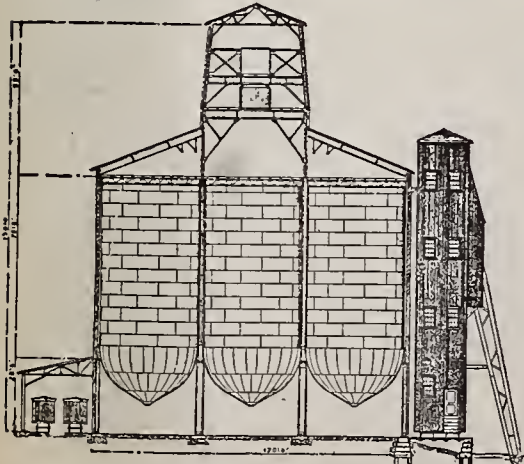
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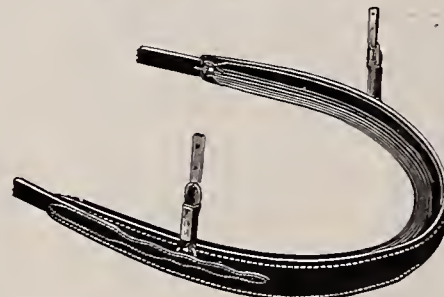
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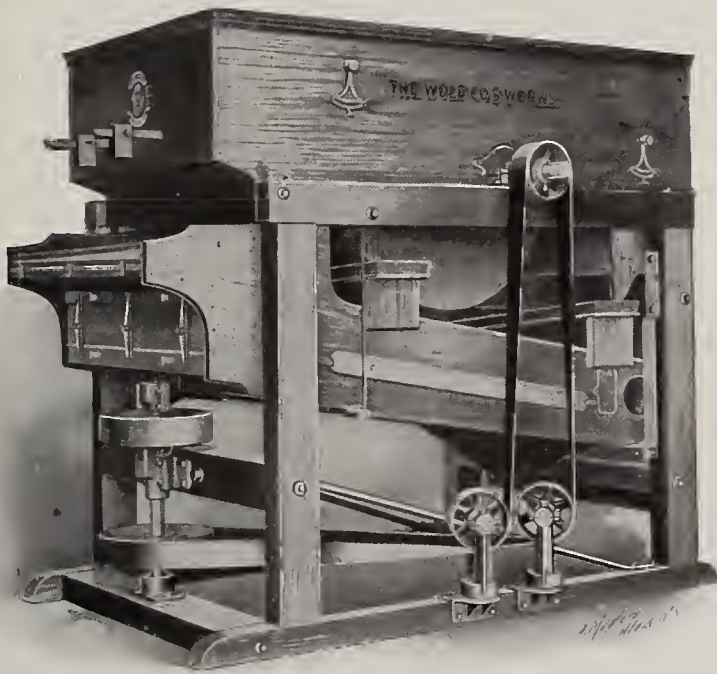
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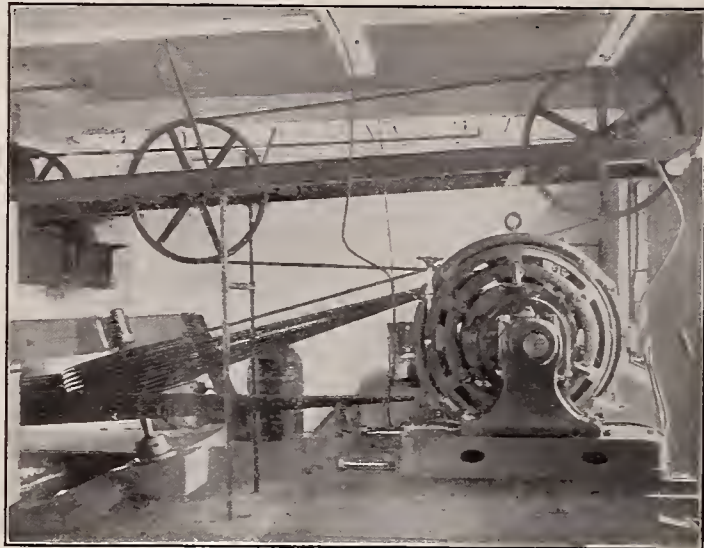
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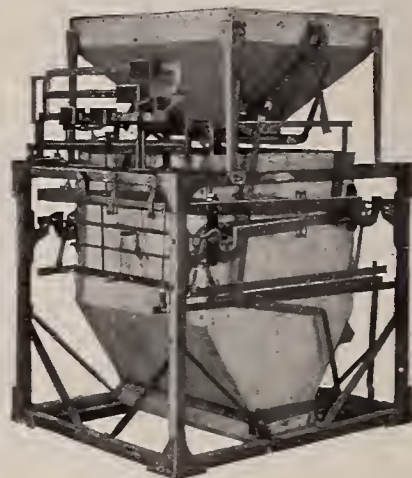
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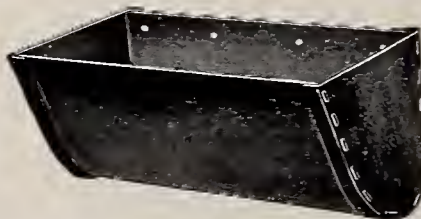
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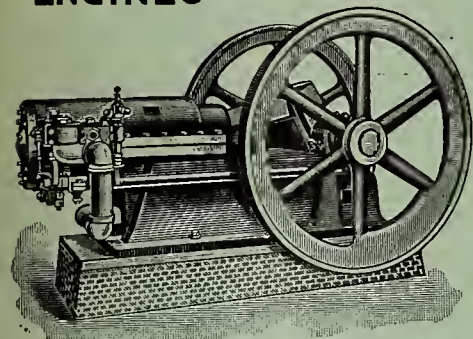
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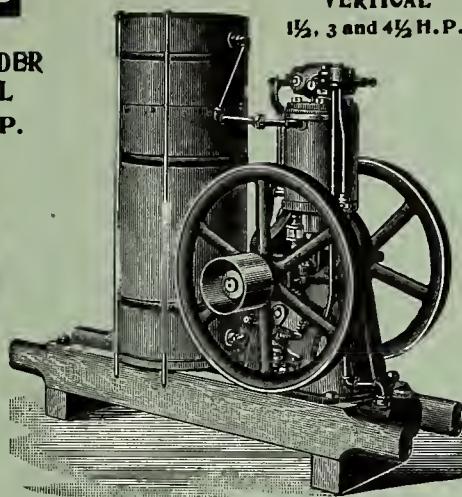
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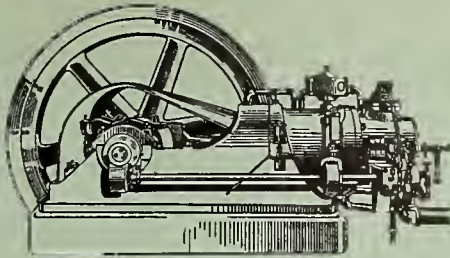
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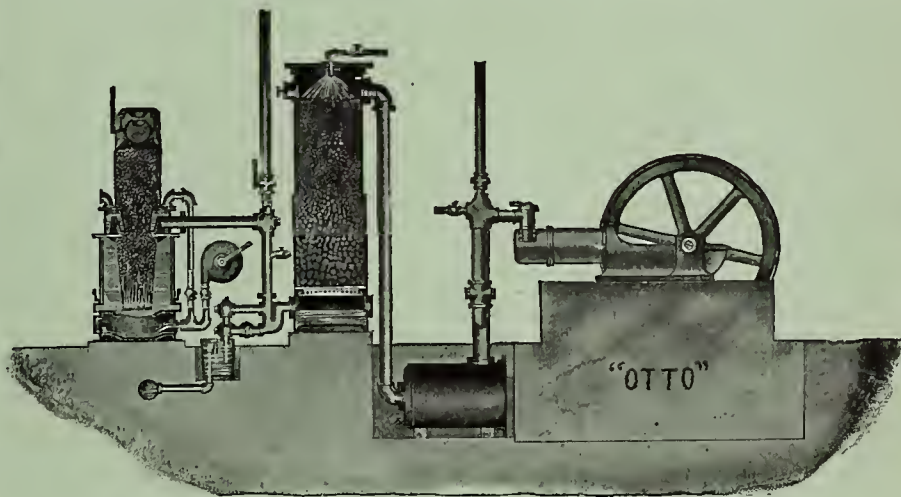
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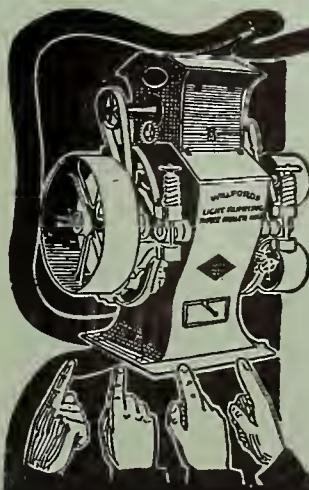
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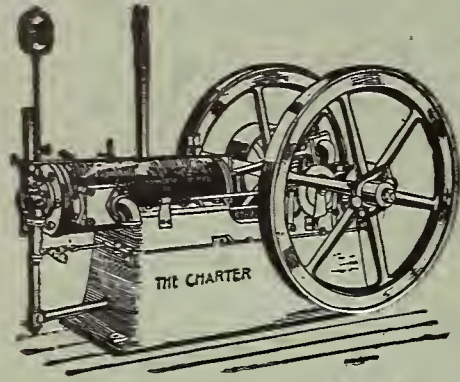
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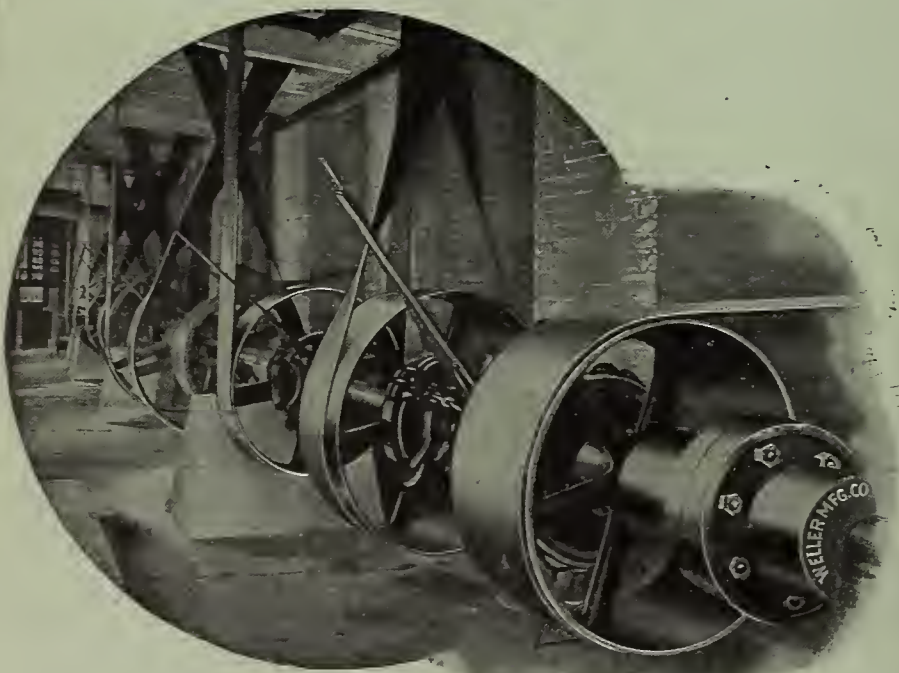
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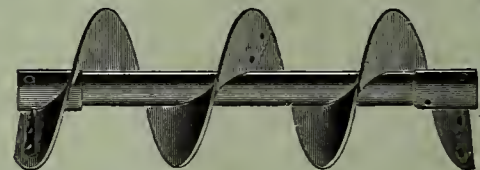


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